

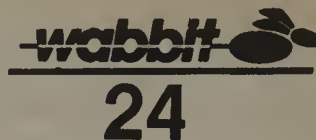


# latitude 38

VOLUME 61 JULY, 1982

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## **wabbit** *one-design special*

The Wabbit was designed as an exciting, yet affordable performance-oriented day sailor or weekender. At 850 lbs. the Wabbit doesn't need a big sail plan to make this fractional-rigged boat fast; and will prove to be an easy singlehander with great speed, responsiveness and acceleration. And with 50% of the displacement in the keel (along with a self-draining cockpit) the boat will remain as safe as it is exciting.

The Wabbit sleeps two comfortably in the large 4'x9' vee berth forward, with enough room for a propane burner, ice chest and a small sink — perfect for weekending.

I think you'll like the Wabbit for its outstanding speed potential and weekender capabilities; not to mention the Wabbit's pleasing lines. I think you'll be seeing a lot of Wabbits in the near future. It's a lot of boat that promises fun for the price.

*Tom Wylie*

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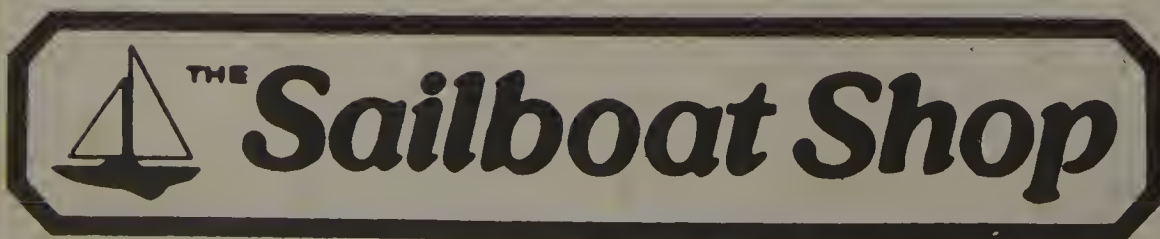


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# SANGVIND

The Jensen family spends much time sailing. They find sailing an inspiring recreation in which the family can participate together, and among the most rewarding of family duties.

The Jensens have owned their Cal 39 **Sangvind** for more than ten years, and while the boat had not changed much, the family had.

With the enlarged and strengthened crew and recognizing that they had put a good number of TransPacific and Mexican ocean races under their belts, the Jensens decided to get a new boat.

Deciding on a new boat is quite a project in any democracy, be it a political or a domestic one. The new boat would have to be durable, since they would expect to own her for at least ten years, like the Cal 39 she must be a suitable family boat, and she must be enjoyable to race on the long ocean races. She should be fast and fun to sail, while also being suitable for a few weeks in the Delta. After much contemplation and discussion it was agreed upon to have a 48-foot boat built to the design of Bruce Farr.

And so the new **Sangvind** is born.

The Jensens already had a sailmaking relationship with Richards and van Heeckeren through the old boat; they recognized the deep quality of the expertise which is so readily available from their loft, and realized that the new boat would benefit immeasurably from their professional capability.

Richards and van Heeckeren is proud to be selected by the Jensen family as the sailmaker for **Sangvind**, and we wish the Jensen family fair and fast sailing.

## EXQUISITE CUSTOM SAILS

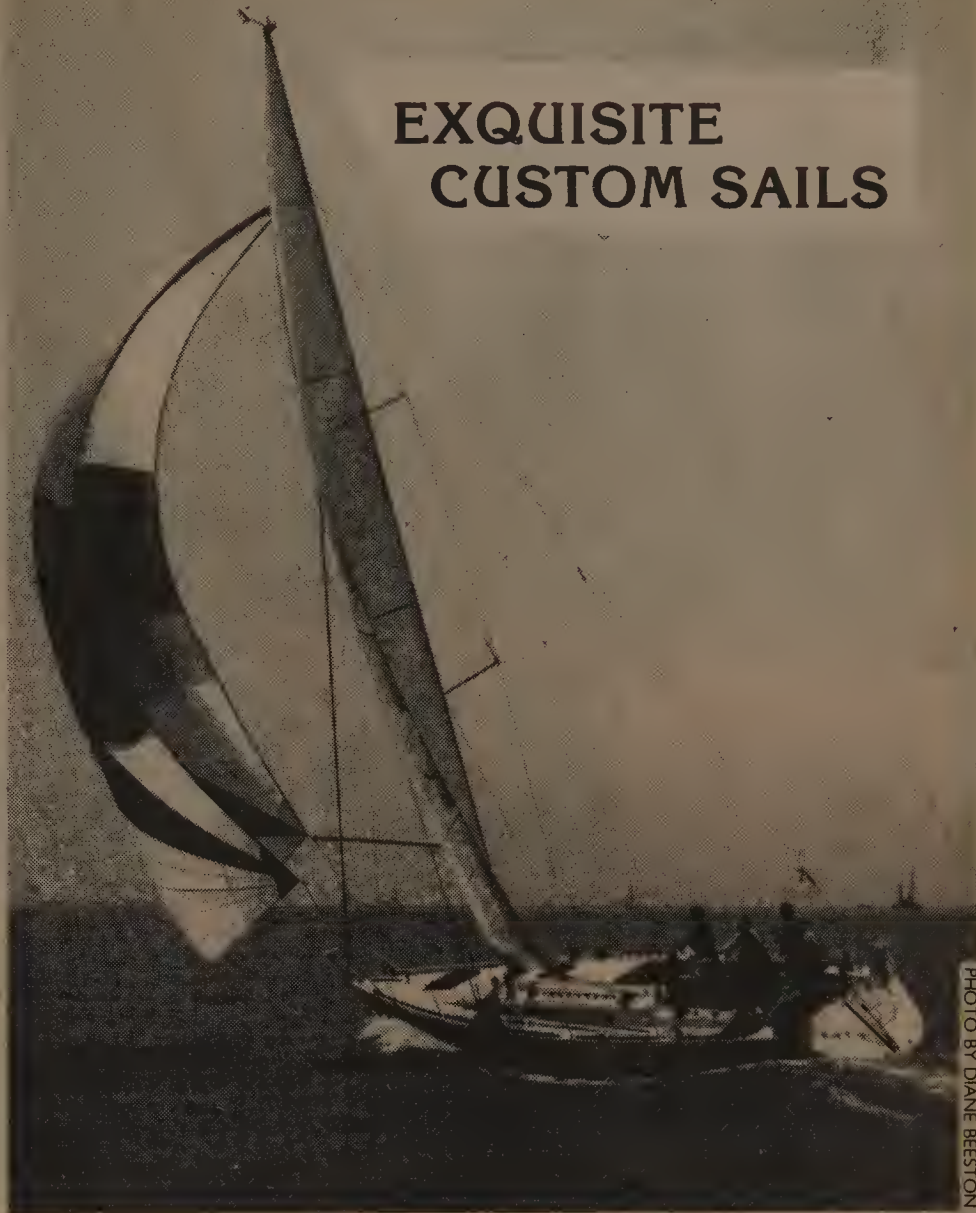


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**Sangvind** ★, First-to-Finish in the Aeolian Lightship Race.

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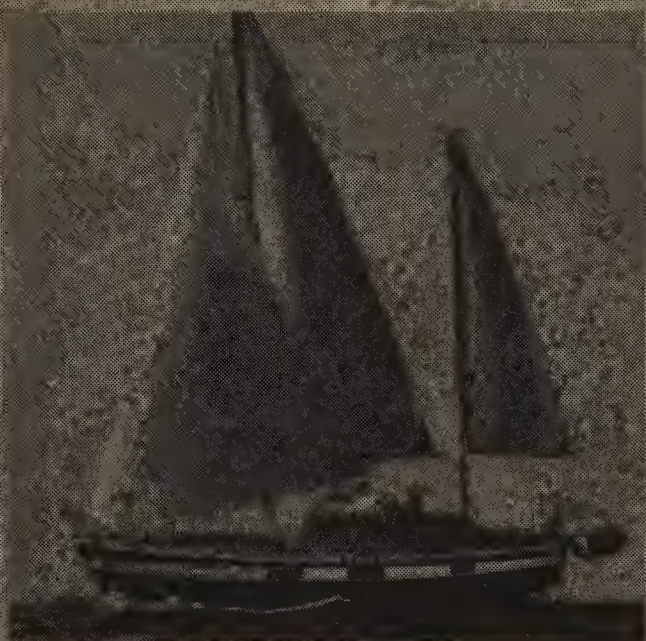
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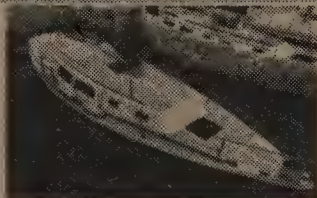
A beautiful example of an excellent cruising/liveaboard yacht. Well prepared and cared for by a professional marine engineer. Below decks she is spotless and offers three separate staterooms. The master stateroom aft has its own private entrance to the head and shower and offers excessive amounts of hanging locker and storage space.

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This yacht is offered at \$47,500 and may be viewed at our docks.

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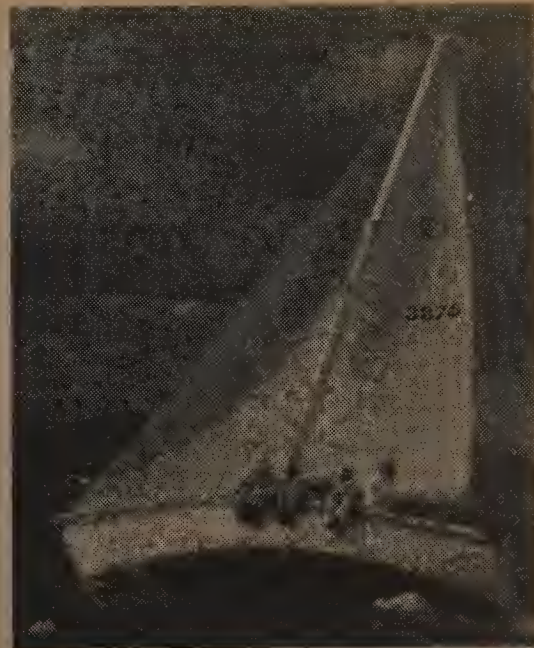




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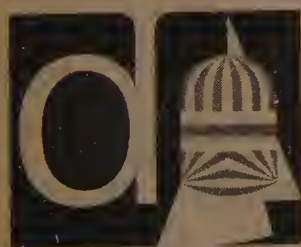
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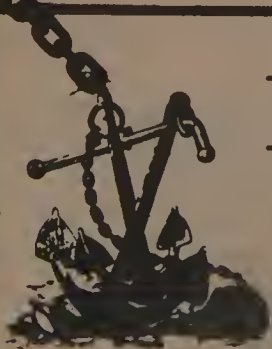


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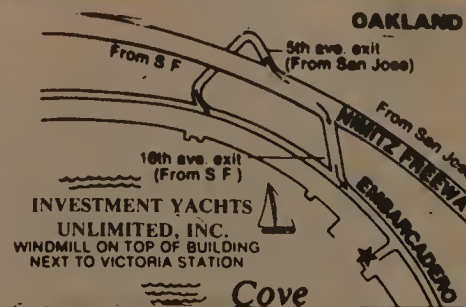
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Singlehander Karl Burton  
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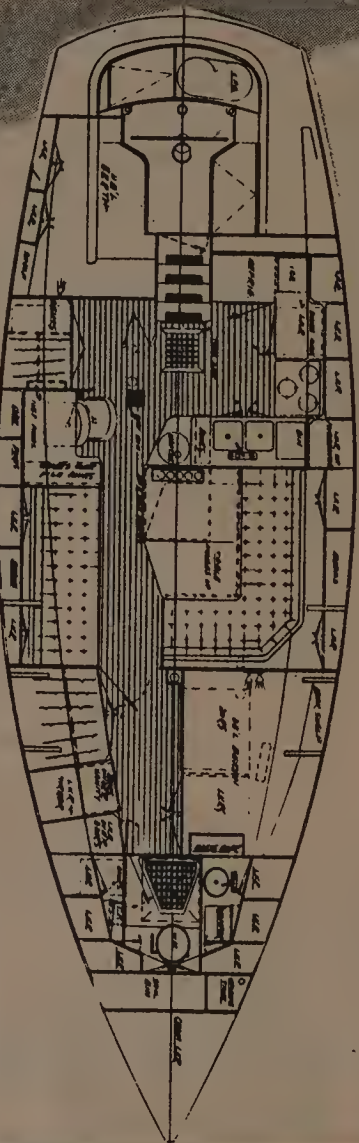
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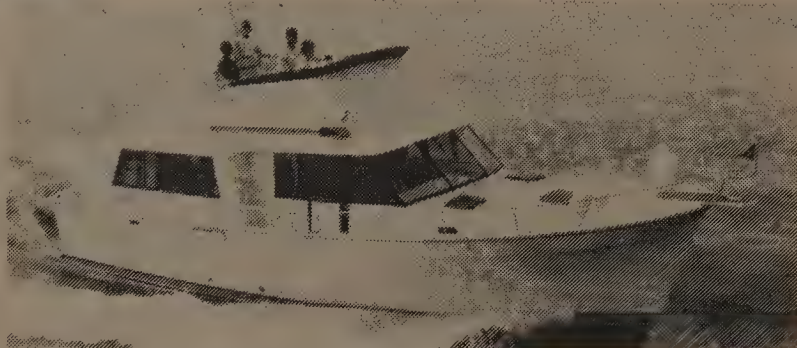
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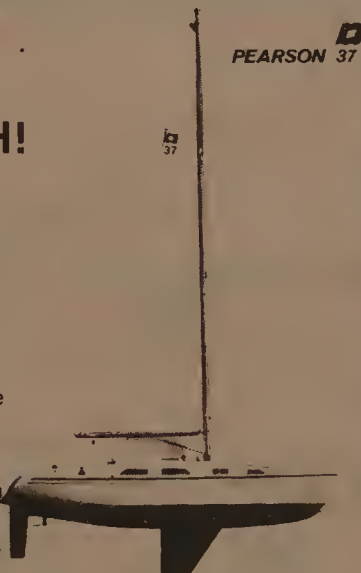
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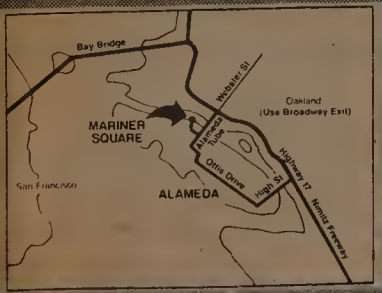
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## Hobie 33. Fast and Trailerable.



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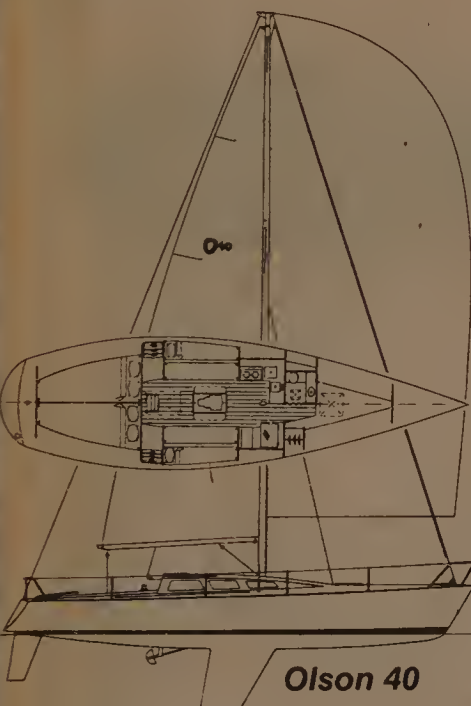
## SELECTED BROKERAGE

Wilderness 21, 1979, loaded, \$12,000  
Santana 20, 1979, diesel, \$24,950  
Shook 25, 1963, \$7,000  
Moore 24, 1980, Race-equipped, \$18,500  
O'Day 25, 1979, Traylor, \$14,500  
Santa Cruz 27, 1974, Perfect, \$19,900  
Cal 2-27, 1976, Diesel, \$26,500  
Trintella 29, 1969, Bristol, \$33,500  
Olson 30, 1979, exceptional, \$35,000  
Cal 30, 1965, excellent, \$23,500  
Ranger 30, 1977, \$39,500  
Santana 30, 1980, Diesel, \$43,000  
Erickson 35, 1971, New Engine, \$46,600  
Faralone Clipper, TransPac Winner, \$75,000  
Crocker 39, \$79,000





**Express** . . . The fastest means possible, to the weather mark or that favorite cove. A new and well reasoned approach to high performance that allows you to travel the oceans in comfort at speeds never before possible in a keel boat of this size.



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**Olson 30** . . . is easily trailered and can be launched with a Yacht Club hoist.

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**Moore 24** . . . If a Ferrari could float, it would be a Moore 24. Enough said.

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## CHEOY LEE 41

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**Cheoy Lee 41 Ketch, new 1981 model.** Built to Lloyd's 100A Specifications. Teak decks, pedestal wheel steering, hot & cold pressure water, dual battery system, 110 volt system, 40 h.p. Pisces 3 cylinder fresh water cooled diesel, 3 bladed prop., custom interior completely teak panelled, 115 gallons fuel, 130 gallons water, 22,000 lb. displacement, 8,700 lb. ballast, 6'0" draft, lightning grounded chain plates, automatic bilge pump, main sail, mizzen & 120% genoa, spreader lights, holding tank with macerator pump, Richie 5" compass, sail covers, Shipmate stove, safety package. Fully commissioned and with a new boat warrantee.

A Great Buy At \$92,900.

### Cheoy Lee 43 Motorsailer



**Cheoy Lee Motorsailer, Robert Perry-design,** luxurious full width owners cabin, 2 steering stations, 2 guest cabins, 2 heads, 120 hp Ford dsl., 600 gals. fuel, 300 gals. water. **\$159,000 SAILAWAY**

### Cheoy Lee 44 Mid-Cockpit Ketch



**Robert Perry Design.** Luxurious aft cabin. Full teak interior. Great for cruising or liveaboard. If you are a serious buyer, *we will make you a super deal on this boat!!*

### Cheoy Lee/Wittholz 53



**Designed by Charles W. Wittholz.** Brand new design. First on the West Coast arriving in July. Avail. in ketch or cutter. Sleeps up to 12 in 4 cabins. Luxurious full width owners cabin. Great boat for charter operators. All teak interior. 80 h.p. Ford dsl. Special introductory pricing. *If You Are Ready to Buy Now, We Can Offer You BIG SAVINGS!*

**Cheoy Lee Yachts are built in Hong Kong. Our factory is one of the best known in the world. Cheoy Lee Shipyards is over 100 years old. All our boats are built to Lloyd's 100A Specifications. All Cheoy Lee yachts are available with Aluminum Masts.**

## BROKERAGE



**Westsail 32.** 75 factory built boat. 6 sails, Volvo MD 11C repowered 1978, VHF, RDF, depthsounder, 2 anchors, windlass, wind direction & speed, EPIRB, cabin heater, Walker log. **\$63,000.**



**Cheoy Lee Offshore 40 Yawl.** Tri-cabin layout, U-shape dinette, Cheoy Lee dinghy, good equipment & electronics. A well maintained classic! *Bring all offers!*



**Cheoy Lee 35 sloop.** 1979, Perry-design, fast cruiser, 3 sails, pressure water with shower, Volvo diesel, VHF, man-overboard gear, very clean. **Try \$55,000.**



**Cheoy Lee 52 Motorsailer.** 1980 model. Better than new twin 120 h.p. Ford-Lehman's engine room soundproofing. Full electronics incl. radar, Combi & autopilot. Refrig., roller furling jib, Sausalito berth. **\$329,000.**

22 Santana, 1968, Evinrude, owner financing.....	\$5,950
Moore 24, 1981, very fast, race equipped, trailer.....	\$19,900
Coronado 25, 1967, well equipped small cruiser.....	\$9,750
25' Teak Gaff Sloop, 1962, beautifully maintained & equipped, dsl.....	\$35,000
Columbia 26, 1970, Johnson, well-maintained, very roomy.....	\$14,000
26' Frisco Flyer, by Cheoy Lee, fast & able small cruiser. <i>Three from</i> .....	\$16,900
NorthSea 27, sloop, ready for cruising.....	\$39,999
Offshore 27, by Cheoy Lee, 1968, Volvo diesel.....	\$21,250
Luders 30, by Cheoy Lee, 1975. Cruise-equipped, Hawaii veteran.....	\$45,000
Bermuda 30 Ketch, by Cheoy Lee, 1964, good shape but needs some varnish.....	\$29,500
Hunter 32, 1980, like new.....	\$38,500
Aries 32, 1977, very able sea boat, well equipped, owner financing.....	\$43,000
Westsail 32, 1975 factory built, loaded.....	\$63,000
Cheoy Lee 32, sloop, good equipment, very clean, ready to cruise.....	\$62,900
33' Pearson Vanguard, very fine cruising boat with active local class assoc. <i>Two from</i> .....	\$37,000
CT 34, cutter, 1979, exceptionally well equipt for liveaboard/cruising.....	\$58,000
Cheoy Lee 35, 1979, almost new, 40 hours on diesel.....	\$67,500

36' Cold-Molded Racer/Cruiser by Chuck Burns. FAST.....	\$59,000
Cheoy Lee 36 Clipper, bargain priced.....	\$50,000
Islander 36, good electronics, 1971, good sail inventory.....	\$66,500
Offshore 40, by Cheoy Lee, 1974, tri-cabin interior, beautiful, fast, able.....	\$86,900
Cheoy Lee 40 Midship, good liveaboard, equipped for cruising.....	\$121,500
41' Swan, 1976. Loaded, possible owner financing.....	<i>Offers</i>
Gulfstar 41 sloop, 1974, newly renovated center cockpit cruiser.....	\$89,750
King's Legend 41, 1981, new, sail-away equipped.....	\$96,000
45' Porpoise ketch, 1970. Luxurious bluewater cruiser.....	\$175,000
45' Porpoise Ketch, Garden-design, exc. equip., perfect cond.....	\$175,000
46' Cutter by Formosa Yachts, 1978, adaptation of Peterson 44, able offshore cruiser, liveaboard, creative financing.....	\$86,500
50' Force 50 Ketch, William Garden-design, well-equipped for long distance cruiser, priced for prompt sale.....	\$125,000
52' Cheoy Lee Motorsailer, 1980, hardly used, like new.....	\$329,000

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# CALENDAR

**July 2** — San Francisco-to-San Diego MORA Long Distance Race. Rooster tails to the Southland. Ed Searby, 525-9181 or 284-2968.

**July 3-5** — 15th annual Marina del Rey to San Diego Race. The world's largest offshore race within the U.S. Limited to 350 yachts. (213) 823-2345 or (714) 222-0438.

**July 3-4** — Laser Slalom. Mostly by invitation, but a 3 race elimination series on Saturday gives you a chance, too. Call 563-6363 and ask for Jim Taylor.

**July 3-10** — Lake Tahoe Sail Week. Shoot craps and sail high in the Sierra. P. O. Box 94, Homewood, CA 95718, or call (916) 525-6806.

**July 4** — Start of the Ballena Bay YC crewed TransPac to Kauai. For race information call 521-6435 from 9 a.m. to 9 p.m. after July 4th. Fleet positions available after 5 p.m. daily. For crew pool call Karin Hughes at 523-3705.

**July 5** — Metropolitan YC's Oakland to Catalina Race. Kick off bar-be-que on July 4th at MYC. Call the club for details, 832-6757 or Ralph Tocci, 865-7616.

**July 5-9** — Olson 30 North Americans in Seattle, Washington. A bit of Santa Cruz in the north country. (206) 682-6944.

**July 7-11** — Monterey Multihull Classic. Double your pleasure, double your fun, multihull sailors do it in the sun. Race Chairman Colin Filshie, (408) 372-4271.

**July 10** — Midnight Moonlight Maritime Marathon. A sailing soiree to Vallejo and back. Sponsored by the San Francisco YC; call Jack Aire, 331-2791.

**July 10** — S.F. Bay Chapter of the Oceanic Society sponsors a Bird Watching sail to the Farallones. Spend the day on a 30 to 50-ft. sailboat. \$30 for Oceanic Society members, \$40 for non-members, (fee includes membership). 441-1104 or 441-5970.

**July 10-11** — Second Annual Columbia 22 Association Potluck Dinner. 6:30 p.m. at the Berkeley YC. Slides, guest speaker, food and a race on Sunday. Call Wally, 386-5193.

**July 17** — O'Neill's Sailboarding Classic. An 18-mile open class race from San Francisco to Berkeley. Limited to 60 qualified sailors; \$15 entry fee. Call Celeste, 843-7245.

**July 17-18** — Southern California Schooner Association sponsors a race around Anacapa and then the Iron Man Singlehanded Race. Call Karin Jensen at (805) 644-5827 for entry blanks.

**July 17-18** — West Wight Potter National Regatta at the Encinal YC. Contact Terry Gotcher at 3225 Sylvan Dr., San Jose, CA 95148.

**July 17-18** — Silver Eagle Long Distance Race sponsored by the Island YC. 86 mostly-inside-the-bay miles. Entries due July 12; contact Dennis Gruidl, 523-5824.

**July 18** — Golden Gate Crossing. Another Windsurfing extravaganza for qualified boardsailors. Call Glenn Taylor, 595-2285.

**July 18** — Nord IV launching party. Comes see Andrew Urbanczyk and wish him well on his 'Equatorial Challenge'. 2:30 to 4:00 at the Northern California Yacht Sales' docks in Alameda's Mariner Square. Call Debbie, 523-8773 for more information.

**July 23** — Voyager Marine free seminar on engines and installations. 7:30 p.m. at 1296 State St., Alviso, CA (408) 263-7633.

**July 24-28** — Finn National Championships. The sailing equivalent of bull-riding on the Berkeley Circle. Contact Doug Hansen, 566-5716.

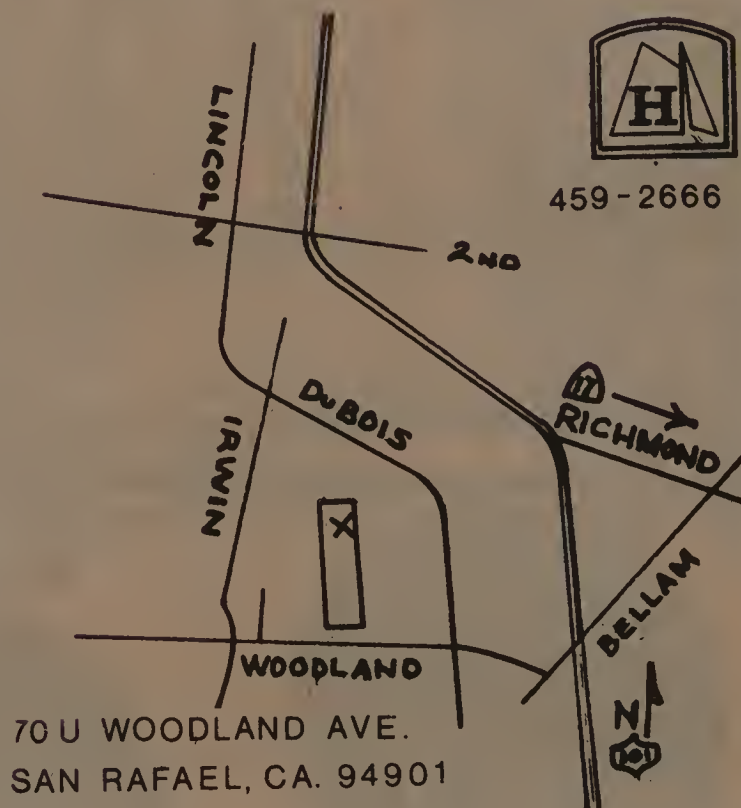
**July 24-25** — Sunfish Western Regional Championships off Robert Crown Memorial Beach in Ballena Bay. A qualifying regatta

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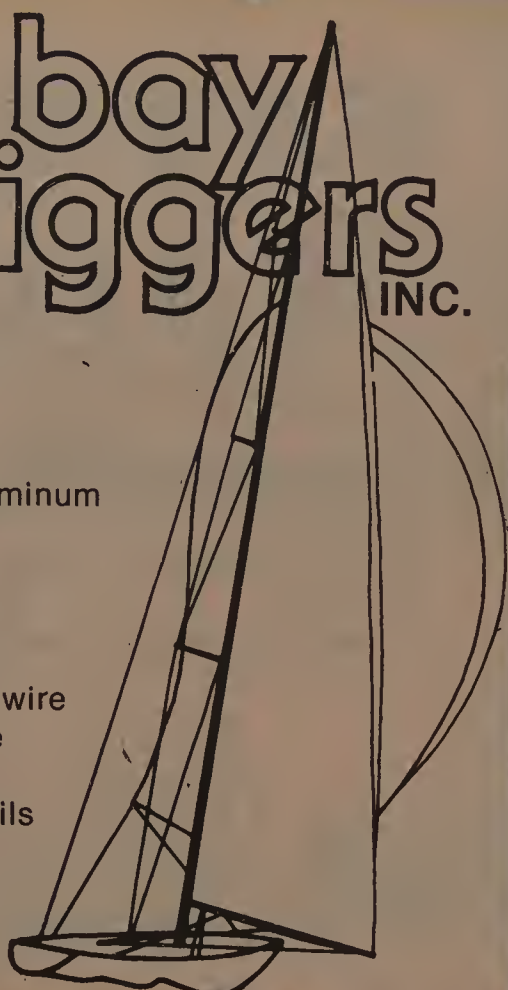
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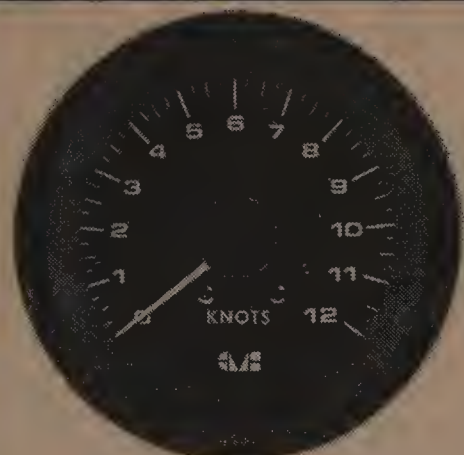


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Selected Brokerage	Asking
14' West Wight Potter '71, trailer	\$ 2,500
22' Santana, race equipped	7,500
22' Oday '75, trailer loaded	7,800
23' Columbia '74, trailer, S.C. sublet avail.	6,500
24' San Juan, clean '79	17,100
25' Cal 2-25, '79, diesel, S.C. sublet avail.	offer
26' San Juan 7.7, near new, well equipped	20,000
27' Newport	19,000
27' Soling '71, super race	6,000
30' Santana-30 '79, roller, furling, loaded	43,000
34' Cal-34 '79 cruise equipped	59,900
35' Ericson, loaded, race or cruise	46,600

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MODEL BU25K. The basic instrument on all yachts for nav., sail trim & efficiency. This highly accurate k.m. requires no power, only 2 wires from the turbo transmitter for hookup. Once installed it operates year after year requiring no maintenance. The turbo transmitter can be removed while afloat for cleaning if necessary.

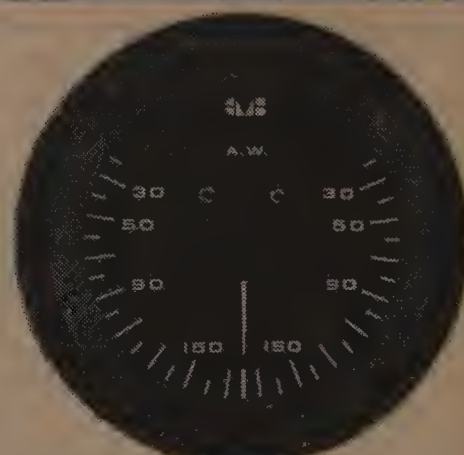
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MODEL BU25WS windspeed. A rugged, lightweight windspeed indicator that instantly tells of wind changes & weather trends, self-powered, complete, & easy to install.

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MODEL BU25AW apparent wind. Companion to U25KW or U25WS. Sensitive, accurate with a light weight masthead unit & a minimum 12VDC .003 current drain. Wind direction is one of the most important factors in achieving sailing efficiency & safety.

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Instruments



# CALENDAR

for the 1983 Sunfish World Championships. Contact DeWitt Thomson, 1325 Larch Ave., Moraga, CA 94556, 376-7886.

**July 25** — Another Bird Watching sail to the Farallones. See July 10th.

**July 31-Aug. 7** — Olympic Classic Regatta, Long Beach. No sailboards this year — will there be any in '84?

**Aug. 1** — Doublehanded Race from Hanalei Bay to Bora Bora. Douglas Fryer, (206) 284-6360.

**Aug. 6** — Return of First Friday Flicks at the Berkeley YC. A twin bill: *Sharing the Wind* and *A Moment's Glory*, Hobie cat action off Hawaii. Dinner at 1900 (\$4.00) and movies afterwards at 2045 (\$2.00 donation). Call Jeanne for reservations and information, 477-5571 (days) or 521-1176 (eves) after August 2nd.

**Aug. 2-22** — Pan Am Clipper Cup hosted by the Waikiki YC. "Way down south in yankety yank, a bullfrog jumped from bank to bank . . ." Race Chairman Ken Morrison or Planning Chairman Richard Gooch, Waikiki YC, 1599 Ala Moana Blvd., Honolulu, HI 96814.

**Aug. 12-14** — Santa Cruz 27 National Championships on Monterey Bay. Sponsored by the Santa Cruz YC. Contact Franz Klitzka, (707) 644-0456, or Ric Diola, (408) 438-4163.

**Aug. 13-15** — Santana 35 National Championships. Hosted by the St. Francis YC. Thirty-five 35's are expected. Call John Aiken at (415) 366-9211 or Lona Wilson at (209) 577-0285.

**Aug. 15** — Single Hand Regatta, Folsom Lake YC. Steve Galea, 7609 San Nita Way, Fair Oaks, CA 95628, (916) 961-6194.

**Aug. 18-20** — Santana 20 Western Championships. At the Fern Ridge Reservoir in Eugene, Oregon. Contact Ron Fish, Fleet Captain, 25349 Lawrence Road, Junction City, OR 97448; (503) 935-4357, or (503) 687-2371.

**Aug. 21-22** — Burns 21 National Championships, Encinal YC, call Emily 523-4388.

**Sept. 1-9** — Etchells 22 World Championship. 563-6363.

**Sept. 8** — Coastal Navigation-Piloting course at Contra Costa College. Call O. Eugene Barton, 235-7800 ext 224.

**Sept. 10-19** — NCMA Bay Area Boat Show, San Leandro Marina, Dick Jenkins, (415) 436-4664.

**Sept. 17-19** — California Wooden Boat Show at Lido Marina Village, Newport Beach. Contact Lee Gjolme, (714) 646-3963 or Duncan McIntosh (714) 673-9360.

**Sept. 19-25** — St. Francis YC's Big Boat Series. 563-6363.

**Oct. 8-17** — J/24 World Championships.

**Twilight Racing Series** — Sausalito Cruising Club (569-0867 or 332-9349); 7/9, 7/23, 8/13. Corinthian YC (435-4771): 7/9, 7/23, 7/30, 8/6, 8/13, 8/20, 8/27. Encinal YC (522-3272 or 792-6454): 7/9, 8/6, 8/20, 9/3, 9/17, 10/1. Golden Gate YC (346-2628 or 566-2087): 7/9, 8/6, 8/20, 9/3, 9/17, 10/1. Ballena Bay YC (865-6641 or 865-5733): 7/9, 7/23. Island YC (278-0495): 7/30, 8/13, 8/27, 9/10, 9/24.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often!

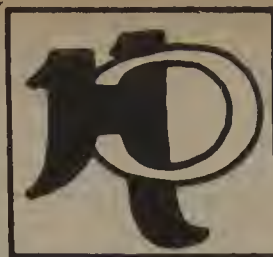


PHOTO: JACK LICKLITER  
J/30 Gadzooks — Owner Bill Irwin

**Q:** What does a J/30 wear to the Wheeler Cup?

**A:** A very Fast Hogin Main — and then adds a 140% Hogin Sandwich Mylar for the Doublehanded Lightship Race. Congratulations to *Gadzooks* and crew — winner Division A of the Wheeler Cup. Winner Division D Doublehanded Lightship Race.

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8' wide #10 Deck Canvas

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# Hans Christian 44 Pilot House

Witness the latest evolution in the Hans Christian line... the 44 Pilot House. By introducing this yacht into the industry, we have raised the standards by which all other similar yachts must now be compared. We have achieved the perfect marriage of speed, comfort, and ultimate security in a "go-anywhere" pilot house yacht.

## Specs.

LOA	43'9"
LWL	37'6"
Water	500 Gal.
Fuel	600 Gal.
Beam	14'7"
Draft	5'6"
Displ.	44,000
Ballast	14,000
Sail Area	1,118 Sq.Ft.

From the airy main saloon, to the cabins below, you become aware of the care for detail, solid construction, and excellent craftsmanship throughout. But only those unfamiliar with a Hans Christian would be surprised by its high standards. This perfect layout and utilization of space is a masterpiece, not by coincidence, but by design. This is not a conversion of a sailing yacht with a top added. This Hans Christian was designed as a pilot house. It offers the interior features of a large motor yacht without giving up the unique pleasures found only from sailing.

The complete list of quality features and equipment are too extensive to list here, instead we invite you to visit us and experience this magnificent yacht... the Hans Christian 44 Pilot House.



## Sail Brokerage

20' Nordica	\$8,000
20' Flicka	26,500
21' Wilderness "Little Rascal"	15,500
22' Santana	7,950
22' Bristol	8,900
23' Columbia, w/Trailer	8,900
23' Ranger	14,950
24' Bahama	8,100
25' Bahama	11,000
25' Cheoy Lee Frisco Flyer	15,500
25' Lancer	from 12,500
25' Seidelmann	24,500
26' S-2 Ctr Cpt	24,950
26' Friendship Schooner	25,000
27' Tartan Yawl	23,500
27' Vega	from 23,500
27' Nor'Sea	from 37,500
27' Orion CTR	47,950
27' Cheoy Lee Offshore	21,000
29' Ranger	from 27,000
30' Catalina	31,500
30' US Yacht	33,500
30' Golden Gate	45,950
30' Wilderness, 17 bags	Offers
30' Baba	65,000
31' Mariner Ketch	44,950
31' Maria	64,950
32' Colu	12,500
32' Ericson	35,950
32' Traveller	45,900
32' Southwind	49,950
32' Westsail	60,000
33' Nor'West CTR	69,500
34' Hans Christian CTR	84,950
35' Formosa Ketch	29,500
35' Finn Clipper	53,500
35' Ericson	44,500
36' Lancer	from 59,950
36' Hans Christian CTR	59,500
38' Farallon Clipper	52,950
38' Kettenburg	39,950
38' Downeast	78,950
38' Alajuela CTR	125,000
38' Hans Christian	Offers
39' Lyle Hess P.H.	55,000



30' Golden Gate '79 dsl. Chuck Burns design. VHF, knot, depth, hot water, refrig. Very clean. Good offshore boat. Trade considered, boat, auto, etc. Reduced to \$45,950.



37' C & L Trawler, '79 Unique wide aft cabin. Gen., windlass, full delta canvas. Twin Volvo turbocharged diesels. All offers considered, including sail boat trade. Reduced \$91,950.



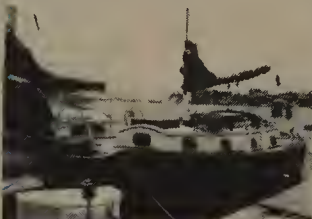
Cal 25'. Exceptional bay boat rigged for easy single-handing, auto-pilot and vane, VHF, depth, compass. Interior varnish & fabric upholstery. Excellent condition.



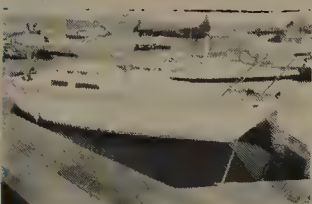
34' Hans Christian. Charm & quality of old world enhances this modern all-FG off-shore cruiser. She has been immaculately maintained, call for list of equip. Owner wants 32' Grand Banks or 27'-30' sail as partial trade. \$84,950.



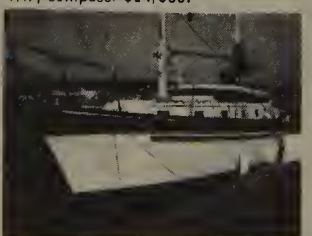
27' Nor'Sea '77. Faryman diesel, VHF, 2 depth, custom heavy rig, cabin heater. E-2 loader trailer and trailering-pkg. Owner anxious. \$39,900.



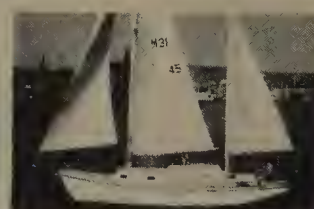
30' Baba 1979. Popular Perry cruising design. 9 sails, full spin gear, full combi. instru, VHF, AM-FM stereo deck, H/C press. water, shower, complete MOB package, 110V wiring and more. \$65,000.



Ranger 23'. Renowned bay boat and class racer. This '73 model is equipped for both coastal cruise and race. MOB pole, life raft, spin gear, depth, knot, VHF, compass. \$14,950.



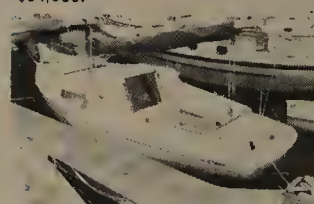
43' Endeavor CC Ketch '80. Quality yacht with luxury accommodations and features. Two lg double staterooms, loran, radar, refrig/frzr, Perkins diesel, 7 1/2 kw gen, much more. Owner wants action. Price reduced \$159,500.



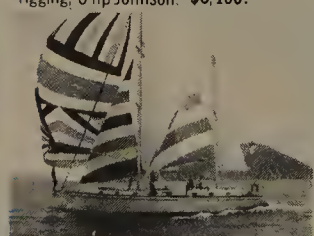
31' Mariner Ketch '69. Extremely well-equipped full keel cruising boat. 6 bags of sails, refer, VHF, DS, KM log, AP, Perkins diesel, wind pt, furling hd sails, much more. Bristol condition. \$44,950.



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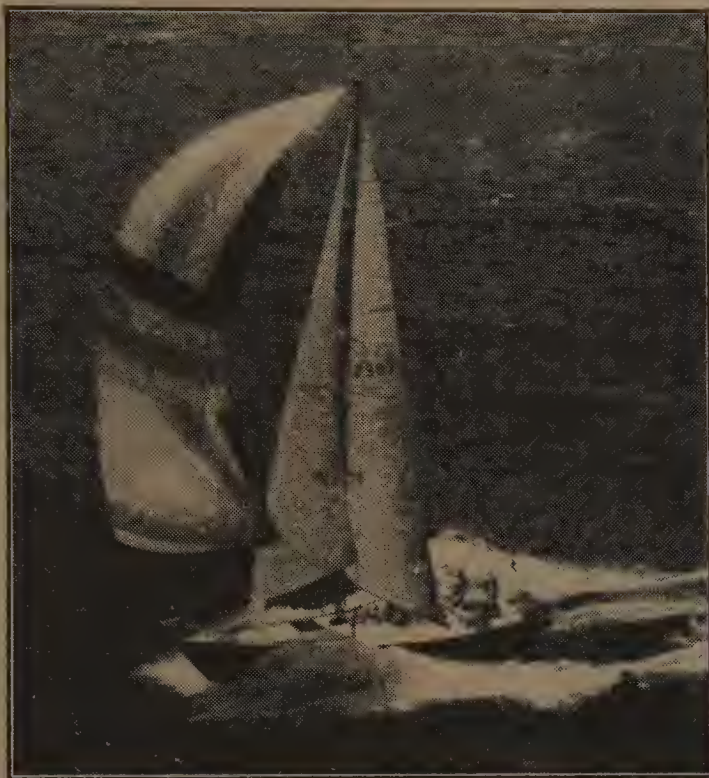
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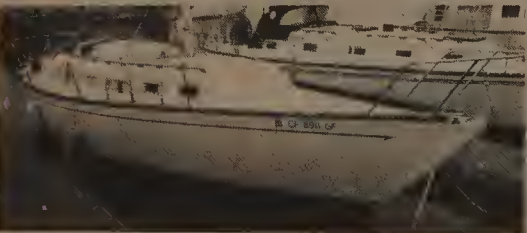
**The Lancer 36** is a development of the highly successful Bill Lee designed one-tonner, *Chutzpah*, the only boat to have won the Transpacific Yacht Race first overall, twice in a row. Her sistership, *Witchcraft*, placed first overall in both the San Francisco to Santa Barbara Race and the Los Angeles to Mazatlan Yacht Race.



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**Cal 34.** Beautiful condition plus Kenyon knotmeter w/log, Apelco tatho, and Triton Modar VHF. Bay one design class yet sleeps 7 for Delta cruising. Great family boat. Attractive at **\$35,500**



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**39 Cal Corinthian, 1979.** Step into competitive Bay racing with rod rigging Signet 4000, VHF, and a full sail inventory. Great buy at **\$98,500**

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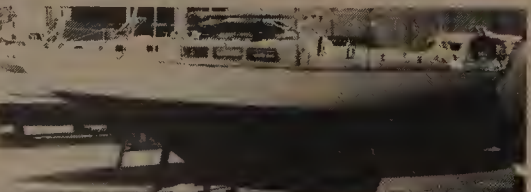
**Custom 47' Bruce Bingham ketch,** beautifully finished throughout, 3 kw gen., full galley, extensive sail inventory, auto pilot, windvane, lots of ground tackle, plus a reeler/freezer. Ready to cruise, just name your horizon. **\$180,000**



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Santana 22	5,500	Cal 30	25,000	Islander 36	75,000	Gulfstar 50	230,000
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Cal 2-25	24,000	Cal 31	54,000	Rafiki 37	84,500	Custom Ketch 56	89,500
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Excalibur 26	10,000	Ranger 33	58,000	Santana 39	Offers	Gulfstar 44	179,000
Cal 2-27	2 from 26,000	Cal 2-34	2 from 45,000	Offshore 41 Cheoy Lee	86,000	Monterey Fishing Boat	7,500
Islander 28	36,000	Peterson 34	65,000	Spencer 42	85,000		
Lancer 28	2 From 16,500	Cal 35	65,000	Little Harbor Yawl	110,000		



# LETTERS

## □ OUT OF THE ASYLUM, ONTO THE OCEAN

Insanity is over. It got much worse before it got better. In the two + years since you printed my "get it off my chest" article, I progressed from depression, to singlehanded conversation, to incompetence with associated symptoms of loss of hearing and loss of memory. The cure was at the launching..

Yes, we are in the water after six + years. *Threshold* was christened and launched on Tuesday afternoon. I do believe everything will be getting better and better from now on. She is beautiful, I am excited, the family is relieved.

We plan to go down Maine in July and August. That is go down wind to Maine for any of you people out west who thought the subject had changed from sailing. Very exciting.

Lat. 38 continues to breath fresh life into the very staid New England scene. Here is thirty dollars for two subscriptions. Please send them to the enclosed names. These fellows really pitched in at the last minute to make the launching possible.

Keep up the good work! I've loved the recent singlehanded interviews and experiences.

Stephen James  
Stratham, New Hampshire

*A while back we published Stephen's article, lamenting his six year indenture to completing a Westsail 32.*

## □ ★?!★?! SPINNAKERS!

This letter is directed to all those who feel a spinnaker makes them immune to the rules of the road.

The day after the Dorade-Santana race I was heading close-hauled on starboard tack through the slot towards Pier 39. Off my port bow appeared a half-filled spinnaker followed by what is best described as the most disorganized sailboat I've ever seen. Two or more lines were flailing loose off the masthead, with a cacophony of clanking and slapping noises scaring away every seal in the vicinity. I watched with great interest trying to understand what he was doing — he appeared to be trying to sail above a broad reach but every time his spinnaker would fill he'd start to broach (I was sailing with a single reef at the time).

As a rule I'll give way to a spinnaker — but I wasn't sure exactly where he was heading, and because of his variable course was afraid he'd broach into me if I went below him. I decided to "maintain course and speed" (since as we all know [?] my starboard tack had right of way over his port tack), and sure enough as he came alongside he broached then headed up and missed hitting me broadside by a couple of feet: at the last second we steered into the wind to avoid dining on his bow pulpit. As this asshole passed he yelled "next time go below" then faded into the distance clanking, flapping and broaching. Now is my chance to say what I wasn't fast enough to say then — "next time sail in control".

Michael Weaver  
Pleasant Hill

*Michael — Your general rule of giving way makes the most sense because it's not much inconvenience and eliminates anxiety for everyone as well as the possibility of collision.*

*But in a situation like this where you don't know where to hide, it's better to sail below the boat, trying to carry a spinnaker on a broad reach, because the big danger is that it will round up, not down.*

## □ COASTAL ROCKIES

You surely have a fine rag — I especially appreciate your uncanny wit in handling both very difficult and drastically absurd problems.

One question — why won't you send 25 copies via UPS to Norton Marina, Star Rt., Granby, Colo. 80446 for distribution. We "Coast of Colorado" sailors patronize most of the advertisers in *Latitude 38*

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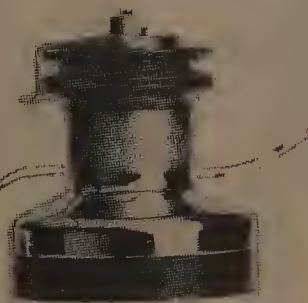
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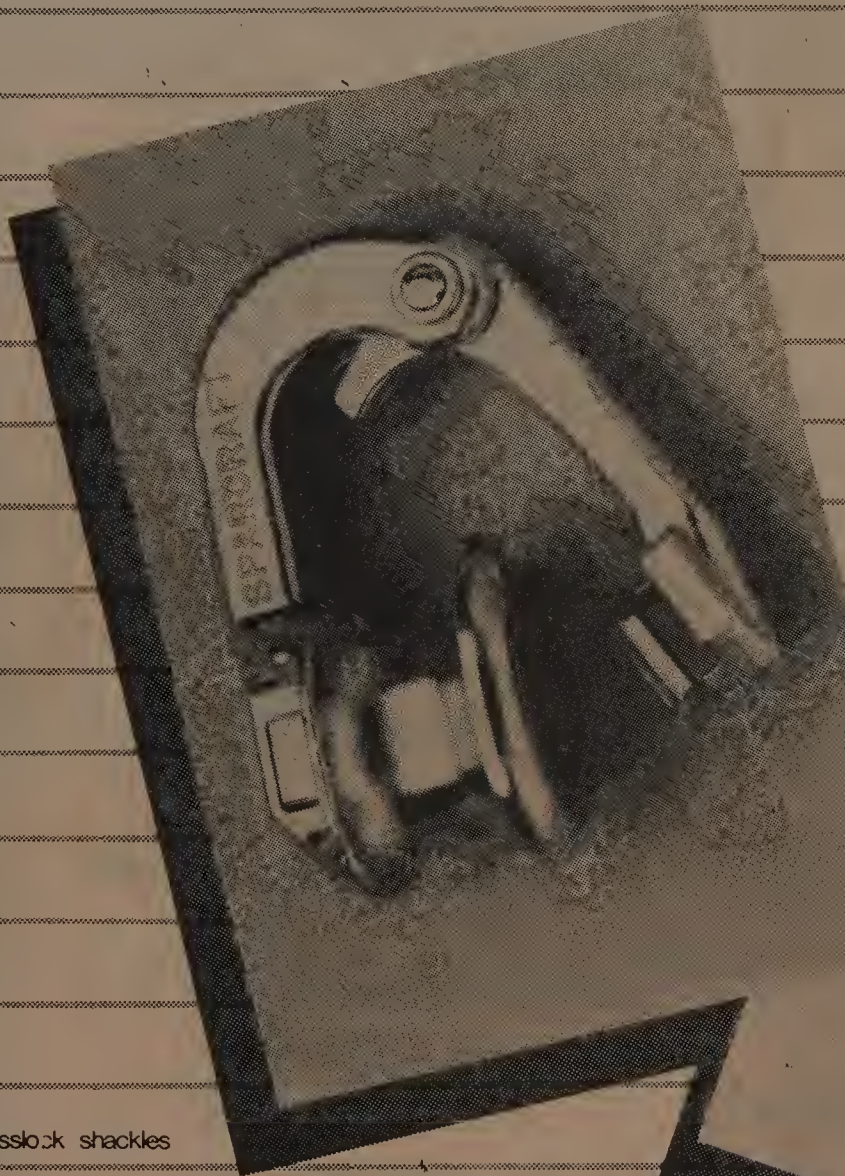
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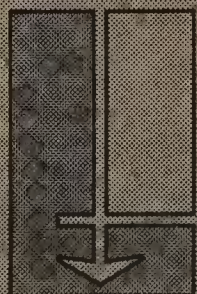


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# LETTERS

by mail order, and we're just waiting for the big jolt that will make this ground the west coast. No malice intended, if costs prohibit, we'll understand. Thanks anyway for the monthly smiles you share here.

Glenn Young  
Lake Granby, Colorado

Glenn — We'd like nothing better than to oblige you, but the demands for the magazine here on what still is the west coast take precedence. If it makes you feel better, all distributors outside of northern California are going to soon be picking up the UPS bill.

Give our regards to John Denver and that nice little nasty rich girl, Fallon Carrington.

## □ ANALYSIS OF A NIGHTMARE

"Nightmare in Neiafu" [Volume 58 & 59] left me breathless. But as soon as I could stop trying to imagine gusts of wind as high as 170 knots, I began to feel let down. I wanted facts. In fact I needed facts. If we could get the information to learn from an experience like that we could all gain from it. Can you get Phil to tell us more.

What size chain parted on his boat. What really happened to the other boats, did they drag anchor or did their rode part. What kind of rode and anchors did each of them have. But even more important, what did the two boats that stayed put and suffered no damage do right. Why did *Swirl* choose a small cove outside the harbor and why was this better for them. What type of rode and anchor did *Adagio* use. Did the boats that dragged have more windage than *Adagio* and *Swirl*?

This article left me feeling like I did after reading all of the Fastnet inquiries. All they talked about were the catastrophies. What we need to know is, what did the guys who suffered no breakdowns, no real problems, do right. A follow up article would be of great interest to those of us who want to learn more about anchor gear.

It is important for all of us to be aware of the forces of nature and Phil describes them well. But please ask him to give us the information so we can be prepared or lucky like the owners of *Swirl* and *Adagio* who reported no damage other than one lost anchor.

Lin & Larry Pardey  
Black Star Ranch

L & L — Everybody wants an F.A.A.-style report on what happened. We'll ask Phil for one as soon as he brings *Redhawk* back from *Neiafu*, but we're not sure one is in the offing or even possible.

One problem is that it was very difficult to see and that many of the yachties were in at least mild shock. As a result they're not all sure exactly what the hell happened.

A second problem is that the folks who 'did right', such as *Swirl*, aren't convinced they weren't just lucky. Similar tactics leading to drastically different results lends credence to this confusion.

## □ HOW CLOSE IS CLOSE ENOUGH

I have just purchased and installed a Micrologic 2000N Loran C on my sailboat. It has the latitude-longitude readout feature and, as with most moderately priced units, requires that you enter an offset (correction factor) for your area. Question — How large an area is an offset good for (What is the functional relationship between error and distance from the established offset point)?

The offsets, to my understanding, are weakly dependent on (or independent of) the particular set you have, moderately dependent on reasonable weather conditions, and strongly dependent on the differences between theoretical calculation versus empirical data of Loran signal propagation over land and sea. If my belief is correct that this latter strong dependence accounts for the major (90%) error between LAT-LONG readout on the receiver versus actual LAT-LONG, then one should be able to compile a list of offsets for her/his cruising area. Does such a list exist for the California coastline? Such

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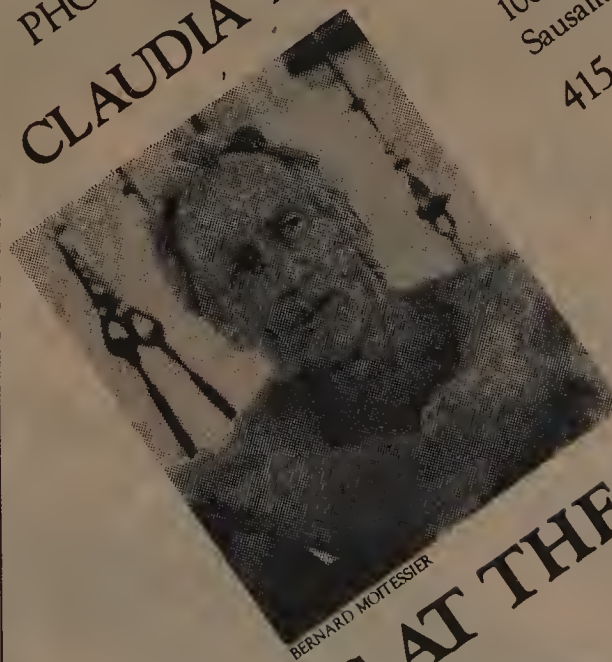
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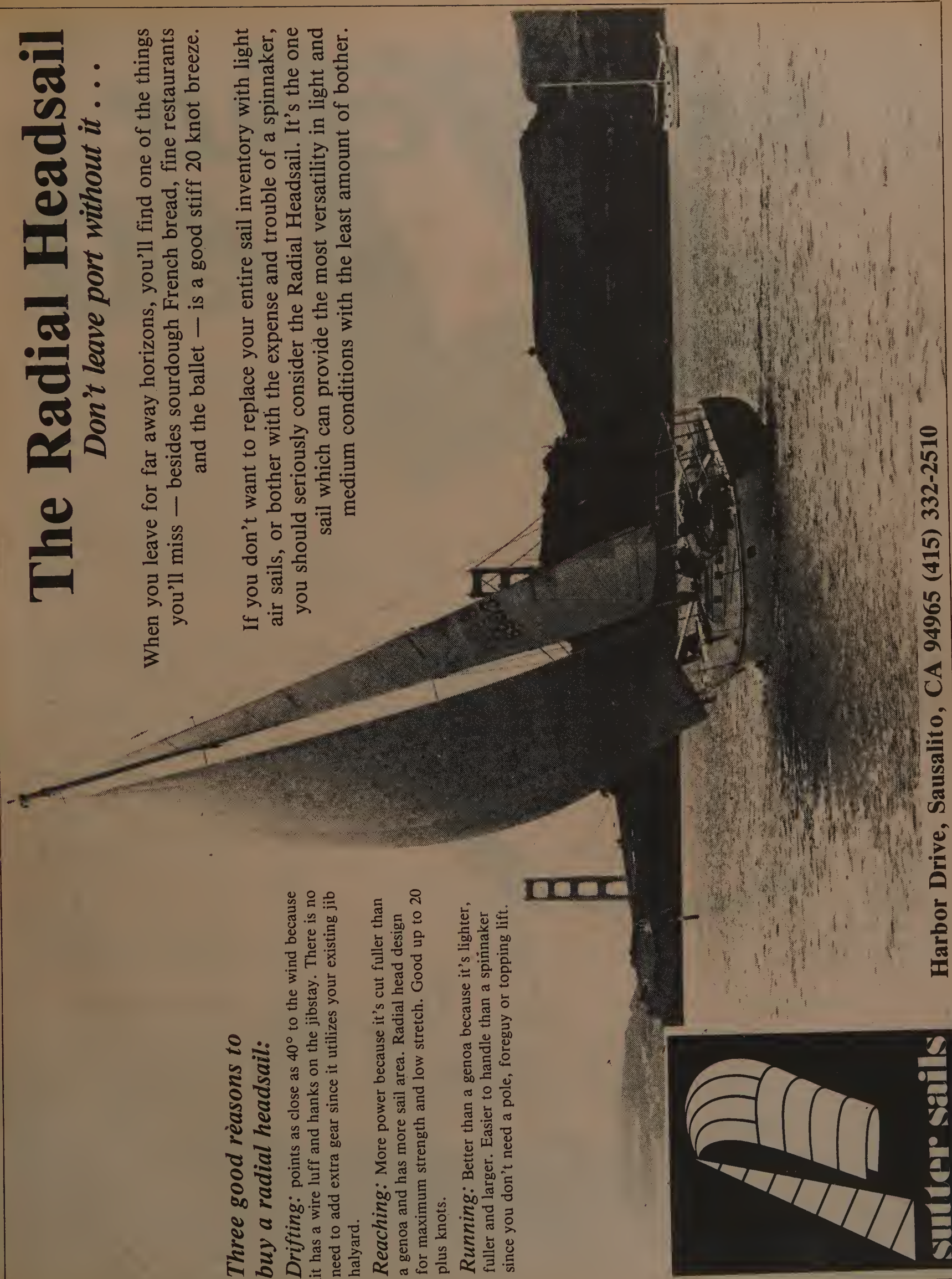
## *Three good reasons to buy a radial headsail:*

**Drifting:** points as close as 40° to the wind because it has a wire luff and hanks on the jibstay. There is no need to add extra gear since it utilizes your existing jib halyard.

**Reaching:** More power because it's cut fuller than a genoa and has more sail area. Radial head design for maximum strength and low stretch. Good up to 20 plus knots.

**Running:** Better than a genoa because it's lighter, fuller and larger. Easier to handle than a spinnaker since you don't need a pole, foreguy or topping lift.

If you don't want to replace your entire sail inventory with light air sails, or bother with the expense and trouble of a spinnaker, you should seriously consider the Radial Headsail. It's the one sail which can provide the most versatility in light and medium conditions with the least amount of bother.



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# LETTERS

a list would greatly enhance night sailing (or fog-bound sailing) into an area not previously visited. If you or your readers could enlighten me on these issues, I would appreciate it very much.

Robert E. Huddleston  
Livermore

Robert — We purchased the Micrologic 2000N ourselves about a year-and-a-half ago, but have never gotten into offsets. The reason is that we're allergic to instruction manuals, particularly technical ones, and have been content to accept the 5th of a mile out-of-the-box accuracy.

Singlehanded Sailing Society Commodore Chuck Hawley can tell you all about offsets. In the last MORA Long Distance Race he programmed in the offsets for San Francisco, but then zeroed them out 100 miles down the coast where he did not know the corrections. To his knowledge there is no list of corrections because of 1) the difference in the way different brand Lorans make the corrections, and 2) because if the continuing variables caused by rocks, humidity, vegetables, and other things we don't ever want to know anything about.

If you want that 100th of a mile or whatever accuracy, call Chuck at 332-0202 or the electronics expert of your choice. However from our experience 5th of a mile accuracy is all you ever need unless approaching land in the worst fog, at which time it would be wise to cross-check and verify your position with a depthsounder and other navigation equipment.

## □ VERY FAIR

This is to congratulate Judy Anderson for both the content and style of her article, "In Defense of Crew", which appeared in Vol. 60, June, 1982.

I feel that she was very fair in assessing both the problems and benefits in taking along a strange crew on a cruise. She admitted to some personality problems, particularly in the beginning. But she, her husband, and the crew worked through those problems and the anxieties subsided. Then they all profited from the association.

I believe much of the success of their experiences was due to their care in working out information for the facts sheet and selecting questions for the crew member application sheet.

All in all, I consider the article to be one of the best I've ever read on this subject.

S.E. Worthen  
San Jose

## □ EMPIRICAL

I wanted to share some empirical findings on the treatment (and better, prevention) of seasickness, adding to the dialogue about this malady.

First of all, though drugs are a common treatment, they are not without side-effects and should be used with caution. I know two persons who used the Scopolamine ear patch as directed and reported the side-effects of a fixed and dilated pupil for two days following application.


For readers who would like to use acupressure and may not be sure of how to locate the major acupressure points for seasickness, I can offer some description of point location. On the inside of either lower arm, measure three fingers' width up from the crease at the wrist and press with moderate pressure in the center of the arm at that point.

Foods that may be helpful in the prevention of seasickness are those with high fiber — whole grains and apples are best examples. (Something to do with peristalsis, or keeping things moving, and also aiding in the prevention and treatment of the #2 health problem on the sea — constipation).

Funds for more controlled study of acupressure and other

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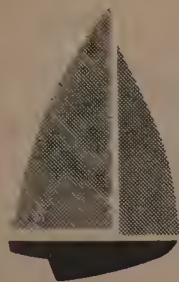
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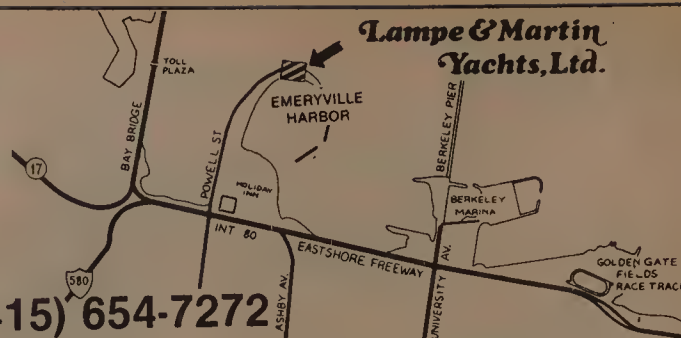


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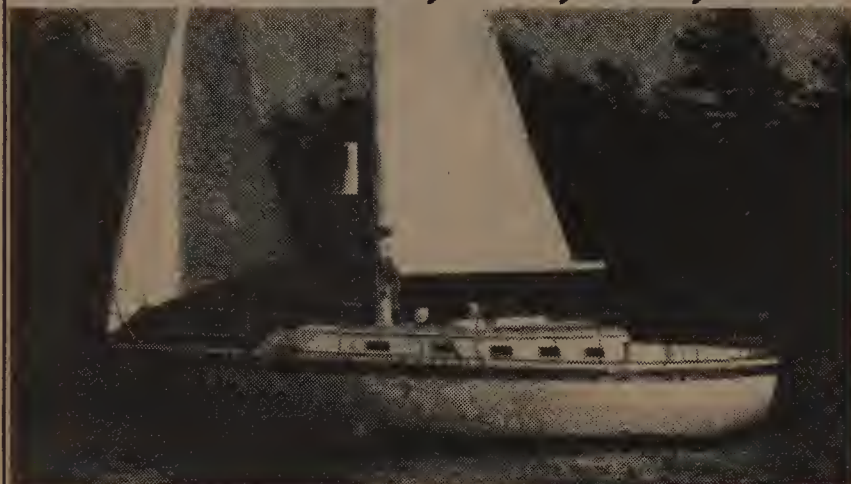
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34' ALOHA 10.4 available NOW!

**Introductory Price!**

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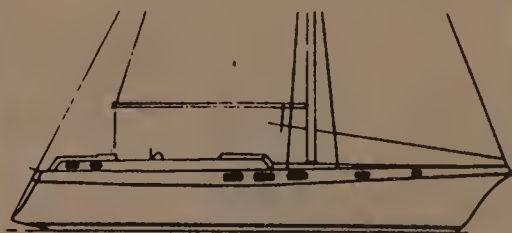
**STANDARD EQUIPMENT, Aloha 10.4**

3 internal halyards, pre-stretched  
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Ten opening ports with screens  
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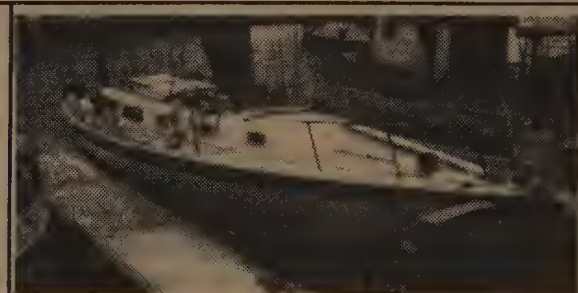
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37' Banjer P.H. M.S. Built in Holland, ketch, rig, radar, Loran, bristol. \$95,000.



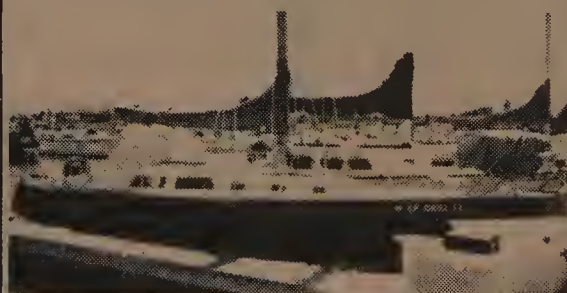
35' Yorktown. Center cockpit, wheel steering, dodger, autopilot, dsl. \$50,000.



Cal 39'. TransPac vet., 12 bags, 14 Barients, refinished 1981. \$77,000.



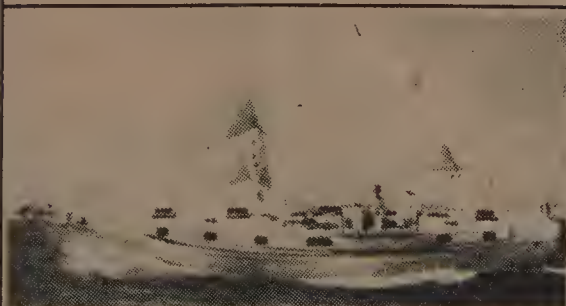
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# LETTERS

measures for seasickness will be gratefully accepted.

Lynn Fraley, R.N., M.P.H.  
Berkeley

## □ IT'S NOT HOW LONG YOU MAKE IT, IT'S HOW YOU . . .

I'm sic and tired of all them dummy's who gets nuthing better to do than pic on peobles speling andwerds I have got no bones to pick.

I think it's what you say not how you say it. Lituracy and saling dont have nuthing in coma unles you plan to sail with a bunches of candy ass skool boyz.

Boomer Krebbs  
Rubaiat (Ventura)

## □ DOES LAKE WINNEBAGO HAVE A CHEVY CHASSIS?

My son is Chief Pilot for Air Wisconsin Airlines. He also pilots a beautiful Pitts S2A Biplane, that took him four years to build.

Last year he flew out here from Wisconsin, to visit his Dad. My old friend Geo. Friedrich and I took him Bay sailing on Geo's Cal 20. He fell in love with it and asked me if it was hard to learn sailing. I thought a moment, then told him, "Dick, the sails are our wings, yours are horizontal, ours vertical. We and you understand, lift, drag, etc." He took the tiller, sailed toward the Bay Bridge like an old timer. The Bridge was different. He grabbed his camera, laid on his back and shot the Bridge at all angles. The only time folks at home see the Bridge is in the movies so — Well, Dick went home and is shopping for a sloop to sail on Lake Winnebago.

Doc Schmidt  
Oakland

## □ NO VERIFICATION

I'm familiar with and enjoy your great publication, *Latitude 38*. While thumbing through your June 1982, Volume 60 issue, I was appalled to see an international con-man pictured, getting it on at the crew-list open house. He's bilked people in southern California and the North Bay, and has now moved into yachting circles for his next victims.

Beware needy and boat owners. He doesn't have a sexual preference. He is a charming, clever and vicious Englishman, who hasn't worked since 1977, holds two passports and passes himself off as a writer. He is here on a non-working visa, may be employed illegally. The U.S. Immigration & IRS may be investigating him.

I know and have worked with boat owners in the Bay Area and have great respect for these good people, they deserve to know this man is infiltrating their group. Please, in the interest of boating, make this information available to all!

M. Barger  
Sausalito

M. — Because you signed your name, because you sounded sincere, and because boat people have been victimized by con men, we checked the name out that you gave us. The San Francisco Police Department was no help, in fact the person answering the phone sounded as though he'd overdosed on quaaludes. The San Rafael Police Department was a little more interested because an English gentleman had just defrauded residents out of over \$100,000 by selling cars on consignment and keeping all the proceeds. The SRPD fraud folks were not familiar with the gentleman whose picture you circled, nor does the gentleman's name you gave turn up on DMV lists or in the criminal computer lists.

If you've got information that this person defrauded anyone, they would like you to contact them immediately.

Incidentally we tried to contact you through telephone information, but all they had listed was Mark Barger of San Rafael, who coincidentally is also a sailor but wants everyone to know — especially international con men, that he doesn't know anything about any of



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# LETTERS

this.

## □ CORRECTION

I am now a confirmed cruising addict — and will never reform. We appreciate you printing a "short" (Changes In Latitude May issue) on *Solita* and her theft.

One important correction must be made, however, and that is that the name of the caretakers boat is *Sun Song*, not *Swan Song* as printed. We owe so much to Larry and Trudy's prompt actions in dealing with *Solita's* disappearing that the acknowledgement of their boats correct name is really important. Thank you for printing a correction.

Mexico is wonderful — Baja offers a special type of cruising, while mainland Mexico offers a very different type — we plan to stay for another nine months in the area and still won't see it all. We really love it and have yet to encounter problems with officials or local residents who have been thus far some of the most courteous and enjoyable people I have ever had the pleasure to meet.

Your magazine is the best — it is a nice link to our old home ground. Keep it up.

Len & Lisa Barton  
*Solita*; Escondido, Baja

## □ IS IT PARKAY OR IS IT BUTTER?

Not that I understand anything, let alone Einsteinian physics, but Urbanczyk has raised a question in my mind. He says (Vol. 60), "(P)araphrasing Einstein, light is equal to energy." I am wondering if Einstein didn't instead say that light is a *form* of energy; and that *matter* is equal to energy. In the statement  $E=MC^2$ , Einstein equated units of matter (M) with units of energy (E), but doesn't light (the speed of C) appear only as a constant? Bowditch, surprisingly, doesn't address this issue. There is no doubt the question of how in hell we can prevent nuclear war is more important than that of why a 5 pound Danforth bites immediately when a 25 pound CQR doesn't is more pertinent, but one is inspired, sometimes, by the craziest things.

Lee Pliscou  
Oakland

Andrew answers your question with an analogy:

Suppose that way out in the middle of the ocean is a small island on which live a primitive group of people. They basically know of only two forms from which the universe is made up: water and rock. Water is whatever is transparent and liquid. Rock is whatever is non-transparent and solid.

It's the same with out physics, Andrew says, which is made up of waves (radiation), and corpustulor things (atomic particles).

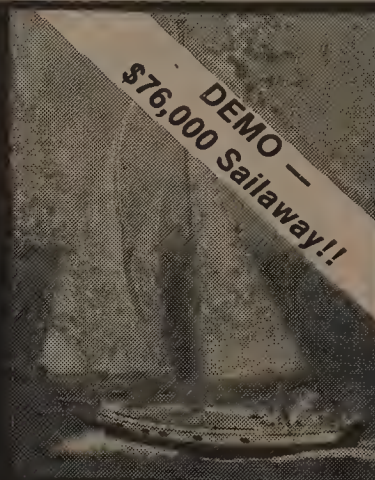
Now one day a tropical storm blows an empty bottle onto the island, and the friendly natives can't figure out what it is. It should be water because it's clear, but it should be rock because it's solid. Light brings up the same dilemma in our physics, because in experiments with diffraction it behaves as though it were waves, but then in photoelectric experiments it appears like some corpustulor units.

We hope this all makes sense before our next issue in which Urbanczyk will explain the finer points of Relativity.

## □ FRUSTRATED

Could someone out there in the Land of Latitude 38 please come to the rescue of a frustrated, but still enthusiastic would-be sailor?

A few months ago on a not to be forgotten Sunday afternoon, I was introduced to the sport of sailing. With what seemed to me to be an addiction, I awoke the following morning wanting only one thing, to be on the water again. Since then I have been walking docks, roaming boatyards, and watching races; pastimes, you will note, that leave me standing on the shore. I am plagued by what seems to be a



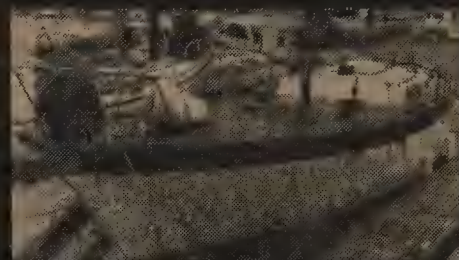
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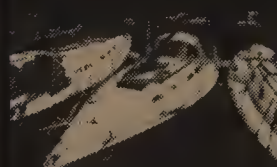
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24' J/24, ready for the world...offers ★		39' Santana, 1980 (NEW)...	89,000
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25' Cal T-2, 1973.....	19,000	43' Polaris.....	99,500 ★
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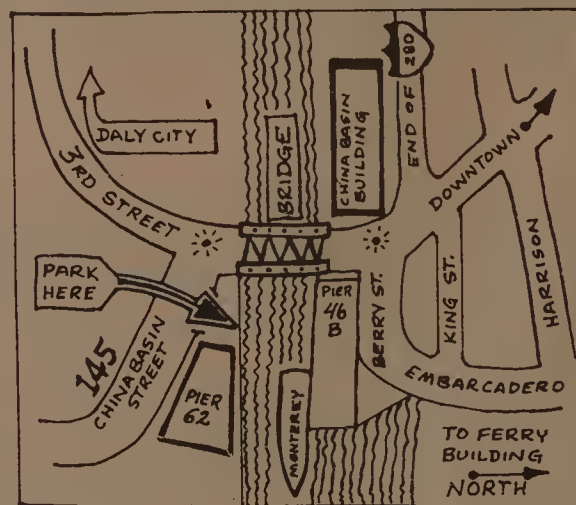
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desire to become a sailor, and thus far I have been unable to get much beyond the rudder.

My attempts to go sailing have been earnest and to some extent successful. One gentleman kindly gave me a list of everything needed to become a sailor — foul weather gear down to sunscreen. Another recommended a book on learning to sail, "A complete illustrated guide to small boat sailing". Eagerly buying the book, I read "follow each lesson in order". In Part 1 under "How to Sail and Basic Seamanship" I found, "Choosing your boat, what size boat, and how much money for a new boat?" Need I express my hesitation to buy a new boat. So much for following the lessons in order!

Also suggested was the movie, "Pacific High", which I watched with thorough enjoyment. However it left me even more impatient than I already was for my sailing life to begin. In desperately trying to discover the best approach to this new passion of mine, I've received many apparent tips, for instance "get on a crew". My efforts to do so have been thwarted by most skippers, who don't seem too impressed with my present sailing status. Not to mention the fact that being a woman appears to be a handicap (for the sailing part, that is). Several sources have apologetically explained, "too light for the rail, too weak for the wrenches". My choices remain to eat and lift weights. My spirits are always uplifted in my quest for advice when I'm told again and again, "just keep doing what you're doing".

Having made many phone calls, I'm disillusioned to say the least. My impression is that I should follow them up by sending my most recent photo and include my measurements. There have been some interesting possibilities. I've had plenty of offers to meet sailing crews at the nearest bar from the finish line. One sailor invited me to go to Santa Cruz, not however by boat. Luncheon dates are easy to arrange, but they're nowhere near a Marina. "Sails are a dime a dozen," I was told by one young man, who suggested we take a walk and smoke a joint.

I could go on with my list of experiences, but for the most part they leave me looking longingly from shore. However I shall not give up the ship! The question is how do I get on board. Legitimate information leading to answer this SOS would greatly be appreciated by one, frustrated would-be sailor.

Clorinda Kramer  
Box 747  
Moss Beach, Ca. 94038

*Clorinda — We recommend you stop waiting for someone to come to your rescue and take fate into your own hands. How? By hustling down to a local recreation department and signing up for one of their summer sailing programs. They've got them at Lake Merced in San Francisco; Lake Merritt in Oakland; Briones Dam in Contra Costa; and all over northern California. You'll be sailing on small boats which is great, because it is so much easier to learn both the techniques and the language. You'll also be getting far more hands-on experience, which is invaluable for sailing bigger boats. Sooner or later you'll learn that the skipper thought you were too weak for his 'winches', not wrenches, which are what you'd use to work on his shaft.*

*While you're becoming a seasoned sailor, keep up your relentless efforts on the docks, roaming boatyards, on bulletin boards, and so forth, confident that there are boatowners like Burwell Taylor who are having just as hard a time as you — but trying to find a crew. Who is Burwell Taylor? Read about him in this month's Changes in Latitudes.*

## □ AT LEAST IT WAS A MISTAKE

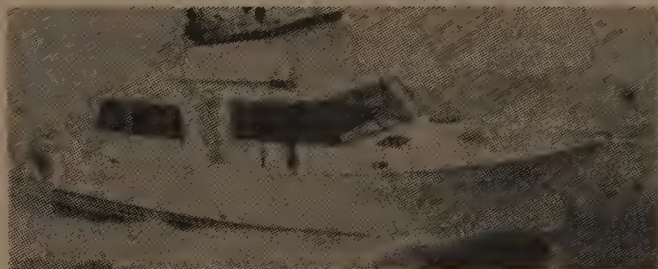
Another letter from old Doc Schmidt. Friday, April 30th, I received a card from the assessor's office. (Enclosed, please return).

As you may or may not know, our little We is a 17' woodie, Silouhette II. Sale price to us four years ago, with trailer, \$900.

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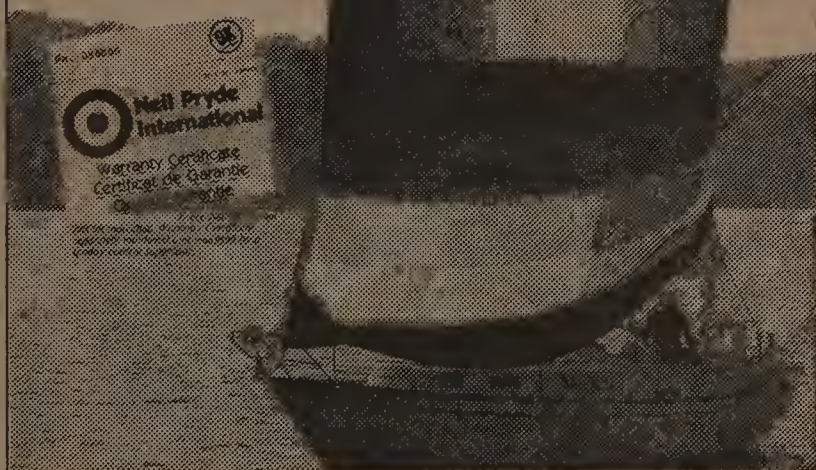
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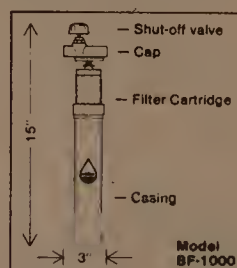
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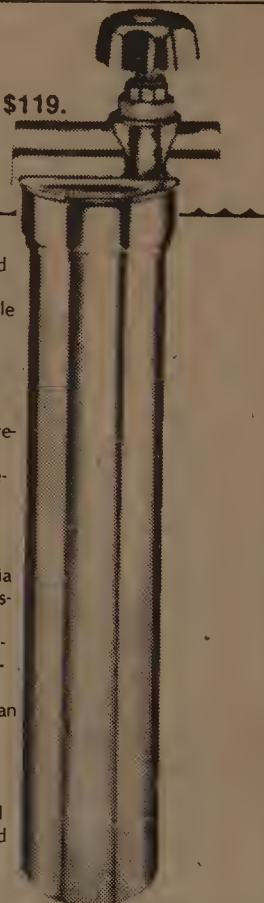
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# LETTERS

Surprise, Surprise. I now own a yacht or so it seems, as I am assessed \$21,000. That's right, twenty-one thousand.

I blew a fuse and zipped off a letter to the office. Saturday and Sunday when folks came by with Hi Doc!!, I quickly informed them my name now is Mr. Schmidt, owner of a \$21,000 yacht.

Well, today, Monday, May 3rd, I received a very nice call from the assessor's office, and they were sorry about the mistake. A computer frailty no doubt. They were very nice about it, but I couldn't let this go by without letting 38 know about the \$21,000 17' Silhouette.

I still miss the Oakland Yacht gang but, I'm making new friends here at the Alameda Yacht Harbor.

Doc Schmidt

## □ GOOD SENSE OF YUMA

Great magazine! You're hitting very close to it. I intend to read you in Yuma to keep the blood up. I'm moving there with my wife and my Lightning. The boat has a reefing system and inside ballast and I want to poke around the Sea of Cortez with the Chubascos and all.

It has great potential as a pocket cruiser for those tied by Reaganomics.

I'll let you know how the air is down there.

David (name indecipherable)  
Yuma

David — You really don't want to poke around with Chubascos.

## □ YOU SCRATCH OURS, WE'LL SCRATCH . . .

As a maritime and admiralty lawyer frequently involved in small vessel mishaps — litigation, I find your magazine to be very informative reading.

The enclosed check is for my brother's subscription (he's a new Seattle follower of your magazine).

Terry Cox  
San Francisco

Terry — We're glad to return the favor; the firm you're with has graciously helped us several times in the past.

## □ CAPE FLATTERY

We are on our way back to Seattle after cruising for nine months in Mexican and Californian waters.

We have managed to get our hands on just about every copy of *Latitude 38* since we first discovered it last fall (except Feb. '82, if you have an extra, we'd sure appreciate it!). The magazine was like gold in Mexico. The 'elite' set of cruisers who returned to California periodically bringing back the latest copy were stampeded. Some even resorted to signing them out with a 24 hour limit. Anyway, it's a great magazine.

Chris & Eric Thuesen  
Halcyon  
Seattle, Wa.

Chris — Eric — Thanks for the good words.

Incidentally if any of our readers are flying off to distant cruising fleets, we'd be glad to give you a small load of 38's to pass out. Just give us a short notice to set them aside for you.

## □ WHISTLES & BELLS

I just read Loose Lips in Volume 60 and would like to clear up a few misconceptions. While it is true that South Coast Marine is building the Westsail 32 on a custom basis (and we're damn proud of it), it is not true that we have acquired the molds. The tooling for the Westsail 32 (and a number of other cruising designs), is owned by P&M Worldwide. They are housed in our boatyard and supply us with hulls, decks and fiberglass parts, but otherwise they are a

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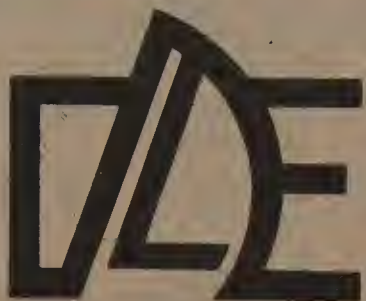


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# LETTERS

separate company.

Because of this unique arrangement with P&M, South Coast Marine has been able to continue building Westsail 32's for the past several years. We will continue to do so in the future without all the four color hype, whistles and bells that put some of the boat builders under. We just build solid, beautiful boats.

Steve Williams  
South Coast Marine  
Costa Mesa

Steve — Thanks for the clarification.

## □ I OBJECT

Jerry O'Donnell's hatchet job on the Awahnee Oceanic Institute was a low journalistic blow. You know there has to be another side to this story, and I think you owe it to your readers and to Steve Kornberg to give him equal space to reply. It would have been better to contact him for his reaction *before* you printed the article.

I've sailed with Steve Kornberg on *Gershon* many times — in the bay, up the coast of California, and in Hawaii — and although his boat certainly has the lived-in look, Steve is a totally dedicated knowledgeable, and *cautious* skipper. He would never risk injury to his beloved *Gershon*, much less to people who were paying to learn from him, so if he told Jerry he was "doing fine", and not to worry about jibing, there's no doubt in my mind that Jerry was doing fine, and if he'd been less of an uptight nerd he could have relaxed and had a wonderful time and learned a lot about what cruising is really like.

Pamela Rose  
Berkeley

## □ I OBJECT, TOO

Personal opinion is, after all, just that, and unsubstantiated broadsides such as "Lessons Out of School", Vol. 60, really belong in the Letters column, if anywhere, rather than in the body of the magazine as articles.

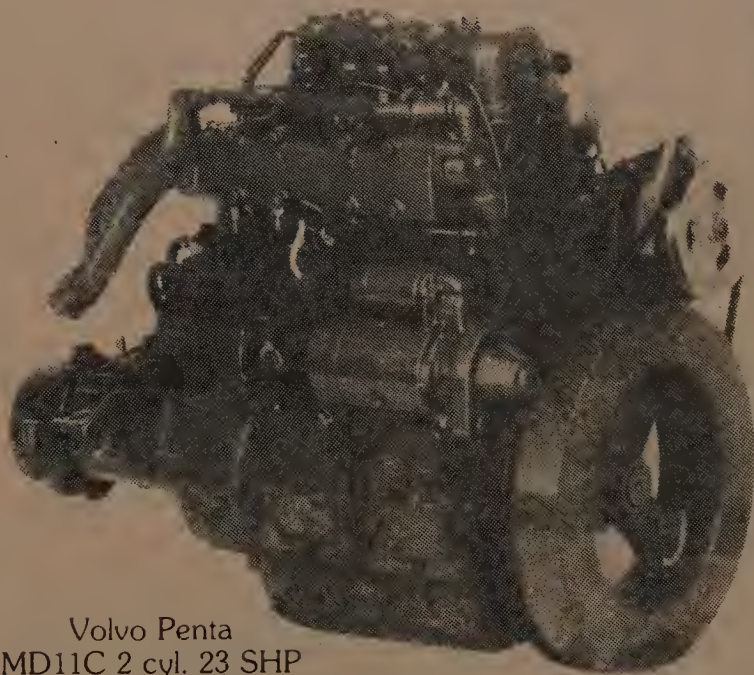
That this material is largely innuendo and personal opinion is self-evident; what is not is that a good deal of it is simply false. I have sailed aboard *Gershon* with Steve Kornberg many times over the years, in a variety of sea conditions both here and in Hawaii. Steve is an experienced, capable, prudent, and self-reliant cruising skipper, and his boat is sound, sea-kindly, fast, and safe. Together they are veterans of several ocean passages managed without incident, and have weathered full gales in the open ocean. Steve has acquired an islander's knowledge of the anchorages in Hawaii. In short, he typifies the romantic image of real cruising people presented in the pages of *Latitude 38*: that of people of modest means living on and making a living with their boats.

I feel the need to counter the allegations I know to be untrue: *Gershon* carries the requisite number of Type III Coast Guard-approved commercial grade lifejackets and they are kept handy for immediate use. The so-called homemade man overboard pole is a brand name pole personally presented to Steve by me. The running rigging is all top quality, any old line is a spare or random line. Most boats have some of these. I trust my point is clear. Steve and his boat offer a first-rate cruising experience in Hawaii and the South Pacific, and the problem originates elsewhere than onboard *Gershon*, perhaps with Jerry O'Donnell himself.

Charles Gay  
Berkeley

*Pamela & Charles — We're pretty certain that most people wouldn't be quite as picky as Jerry O'Donnell (who admits as much himself). And none of the complaints he registers would be enough to keep us from taking one of Steve's charters. But nonetheless*

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# LETTERS

Jerry's either got to be the biggest liar in the world or he's got a couple of legitimate beefs. Remember, this is a business situation in which a novice customer is paying money for professional instruction. As such he has reason for far greater expectations than if he were just going out for a sail with a friend.

You folks may be quick to dismiss him as a nerd; nonetheless we believe it would be injudicious to totally ignore the obviously sincere disappointment of a once eager customer.

## ☐ COMIC RELIEF

We were sailing one day and passed a fleet of 2-person racing dinghies. They were of the type where the crew sits out over the gunnel and topside. It was choppy and about every third wave would soak the crew to the waist. Several of the crew were girls and they were all working very hard. I remarked to my friend "Gene" that if his girl did that all afternoon she would be too tired by bedtime. He replied "Yeah, maybe, but if she wasn't she would sure be clean."

Ernie Copp  
Seal Beach

P.S. If any ultra-feminists should take umbrage at what is just a harmless joke tell them they are welcome to reverse the genders and send it to *Cosmopolitan*.

## ☐ COME BLOW YOUR HORN

I want to inform you and the readers of *Latitude 38* that I am preparing *Joshua* for sailing back toward Tahiti around September-October.

I am still available for giving "one day celestial navigation courses" in the meantime. Owing to the tight economy, I have decided to make a special deal at \$60 per person, or \$100 for 2 people. Money back guarantee if the guy does not know how to navigate by the sun and the stars with tables HO 249 at the end of my one day class, no kidding.

Thanks for spreading the word in your most interesting *Latitude 38*.

Bernard Moitessier  
P.O. Box 1528  
Sausalito, CA 94966  
(415) 331-1421

## ☐ THE LAST SHOT — ABSOLUTELY!

Having been gleefully shit upon in the 'Letters' column for the past two issues, I'd like a chance to reply.

1. To Prof. Woodruff's Statistics Class: You didn't do your homework, boys. I corrected my statistics in the May 'Letters' column. For the rest of this decade the probability of nuclear war (given the Swiss estimate) is  $1-(.95)^8$ , or about 33% (as I said). Your formula is  $1-(9.5)^n$ . You misplaced the decimal point. Tsk, tsk, Prof. Woodruff.

2. Kelly Robin: As one of the very few knowledgeable letters of response, yours deserves an answer. Sure, limited nuclear exchanges could be triggered by a third party. But my concern is *all-out* nuclear war. The March 28, 1982, issue of the *San Jose Mercury* carried a headline article entitled, "U.S. Practiced for Domsday — and Survived It". It described nuclear war games carried on by the Pentagon and all top levels of government, and assumed a "worst case" Soviet strike against the U.S. According to their scenario, on the fourth day of the crisis, with Soviet cities evacuated and U.S. cities still evacuating in utter chaos, the Soviets launched a first strike. "One of the more obvious shortcomings," the article quotes sources, "occured in the civilian defense sector". Translation: 160,000,000 U.S. citizens would have died from short-and long-term effects. Kelly, the assumption of enough warning for sailors to get far offshore is not mine, but the Pentagon's. A nuclear holocaust will be run by the Kremlin and the Pentagon, not by our speculations.

# ANNOUNCING

## PRE-PUBLICATION OFFER

The 1983 Nautical Almanac, Yachtsman's Edition to be published in November 1982. This new edition will contain all the data in the \$11.00 U.S. Naval Observatory Edition.

## 1983 NAUTICAL ALMANAC YACHTSMAN'S EDITION



And, because reproduction media supplied by the naval observatory is used, the data will appear in the same familiar format—even the page numbers will be the same.

In addition to the entire \$11.00 Government Almanac the Yachtsman's Edition will contain material of specific interest to the small boat celestial navigator. The special prepublication price is \$7.50 if ordered before 1 September 1982. After 1 September the price will be \$8.50.

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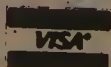
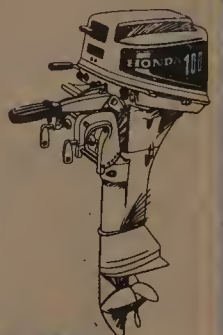
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# LETTERS

3. To the nuclear freezers: Bless you! But slogans and simplistic answers for the November elections won't create peace. Life and U.S. defense in the nuclear age is too complex for your proposals to be taken seriously by the responsible office holders — whom you will vote out of office come November. When it becomes clear that the Soviets won't reduce nuclear stockpiles by 50%, regardless of how hard the U.S. negotiates, perhaps someone will realize that our only hope for the future is a space-oriented missile defense system that could knock out 80% of attacking missiles, according to a recent speech by retired General Graham. We have the budget and technology to put an effective missile defense system in place in just a few years.

4. In defense of Neumeyer's *Sailing the Farm*: Bean curds and wheatgrass juice aside, the book is full of goodies. Example: Grain seeds (wheat berries, rice, etc.) keep almost indefinitely on board. Wheat flour can be ground daily in a \$24 hand mill, saving space and money. Instead of boiling rice for forty minutes, boil water for two minutes, then pour into a thermos with rice (or soup mix, cereal, etc.), and allow to sit for a few hours. Saves cooking fuel. Sprout grains and beans instead of cooking them. It takes a couple of days and increases vitamins five-fold, plus making nutritious salads containing vitamin C and roughage, and is digestible without cooking (saves fuel). Etc., etc. If you cruise, get *Sailing the Farm*!

Cordially, although bruisedly,  
Dr. Lewis Keizer  
Watsonville, Ca.

## □ LEFT OUT

I am normally a fairly even tempered guy, and usually reading *Latitude 38* is an enjoyable experience. But last month's issue, specifically page 77, upset me greatly. Crew list parties? Well, my wife and I are on the crew list, and we weren't invited. We have only been called once, and couldn't make it.

Now, I realize that the social (read sexual) possibilities are not as great with a couple as with singles as crew members, and I know that we don't have much sailing experience, but couples are people, too!

So wise up, you boat owners — Judee makes the best sandwiches this side of Steamboat Slough.

Tim (not Jim) & Judee Curley  
Sausalito  
(we're in the book)

T & J — *Latitude 38*, you remember of course, has absolutely nothing to do with these parties.

## □ THERE'S NOTHING LIKE SAILING SYMBIOSIS

I have another answer for Shawn (June Letters) and others looking for a chance to sail and not knowing where to start.

For the past seven years, my wife and I have owned *Selene*, a 40' Cheoy Lee yawl. For most of that time, we have been offering an opportunity to sail in exchange for help with the boat upkeep.

Like most sailboats, *Selene* takes a great deal of care to keep her in top sailing condition. Thanks to many people and to a lot of hard work, she is now in much better condition than when we purchased her in spite of the fact that during that time she has covered many thousands of miles. She had spent a summer cruising the San Juan Islands and Canada's Channel Islands. She has been to Trinidad at Carnival time and visited hundreds of ports in between.

Unlike many boats in our marina, *Selene* is sailed or worked on almost every weekend. She has made several extended cruises including a recently completed 18 month Mexican-Caribbean cruise. Her crews for both short and long sails are made up of the people who contribute to her maintenance. During the Caribbean trip, 30 people, most of them from the San Francisco bay area, joined us for varying lengths of time.



## ANNOUNCES THE GREAT AMERICAN JULY GIVEAWAY!!

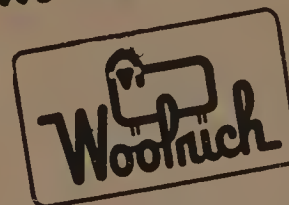
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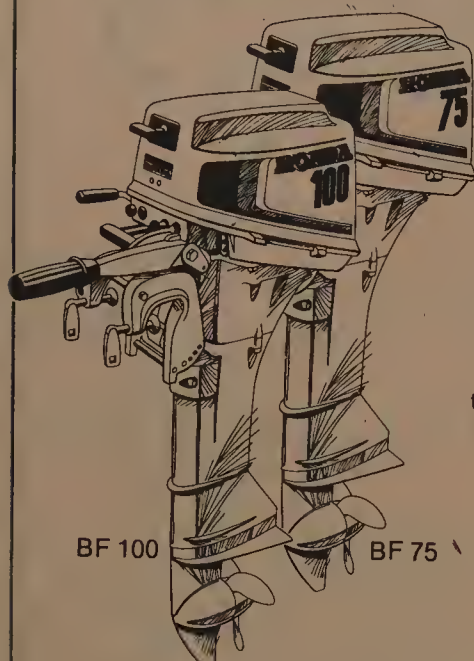
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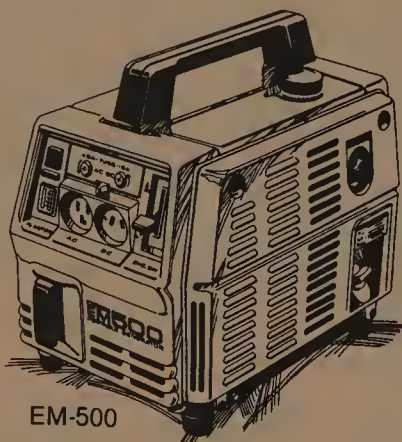
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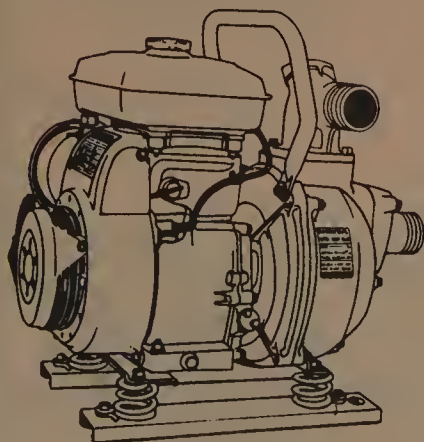
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# LETTERS

Over the past twenty years, I have owned a variety of sailboats. It has been my experience that keeping a boat in good operating condition requires maintenance time about equal to sailing time. Although the amount of maintenance needed goes up as the size of the boat increases, so does the size of the crew and the number of hands willing to help with all that beautiful Cheoy Lee teak as well as the many other tasks. I ask the crew to contribute in this same ratio — work time about equal to the amount of time they would like to sail. I have never found anyone with a genuine interest in sailing who didn't have some needed skill to contribute.

Some have dubbed this "the Tom Sawyer approach" to boat maintenance, but as Mark Twain observantly points out, the only real difference between work and play is that —

"Work consists of whatever a body is obliged to do, and that

Play consists of whatever a body is not obliged to do."

This arrangement has been a real windfall both for us and for the hundreds of people who have sailed as part of *Selene's* crew. First, it has allowed us to own and maintain *Selene* in top condition. Second, it has meant there has always been an enthusiastic group of people anxious to crew and to share our sailing adventures. Because they know the boat well from working on her, they are better crew and also feel more at home. This plan has provided a constant source of new and interesting friends as well as frequent contact with old friends.

Just as importantly, it has given a large number of people the opportunity to sail and to get a taste of the cruising life without making a large commitment of their time or money. Some who have had a cruising dream for years are surprised to find that sailing is not for them after all. At the other extreme, several people have bought similar boats of their own better aware of the realities of such a venture. And, of course, there is the large group in the middle, those who sail and work occasionally or regularly, depending on their time and interest.

If you would like to be a part of *Selene's* crew on these terms, call and come and join us "messaging about" the boat. It does not matter whether or not you have previous sailing or boat maintenance experience. What is most important to us is that you have a love of sailing and a willingness to work with the rest of the crew. *Selene* is not a one-person boat. She sails most comfortably with a crew of four to six and has an insatiable appetite for tender loving care.

Stan Starkey  
(415) 447-2433

*Articles on some of Selene's adventures appeared a year or so back in Yacht Racing/Cruising magazine.*

## □ THE SUBJECT IS ILLEGAL LIVEBOARDS

The question is whether we would have greater security in our marinas with a modest number of liveboards and greater use of our invested dollars invested in tax-supportive marinas.

The arguments against liveboards seem to be pollution, noise and slovenliness — liveboards use their toilets, dump their water, listen to their sound systems, practice trombone, have family yelling matches, hang their laundry on the rigging and leave their belongings on the docks. They also eat food and dispose of the resulting garbage.

So what! Just as an apartment house can enforce standards, so could a marina. The increased use of the marina-supplied utilities is easily (and normally) covered by a higher fee to liveboards where they are allowed, so that's a no-nevermind!

Now, I'm an illegal. Low profile, take the laundry in on the weekends in the sailbags, park the car outside the parking lot, stay below decks during the day and black out the ports at night — what a drag.

There must be a lawyer or two in our area — boat owner and

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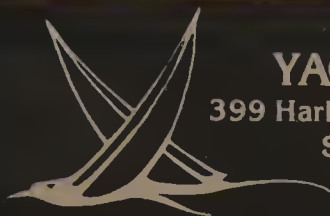
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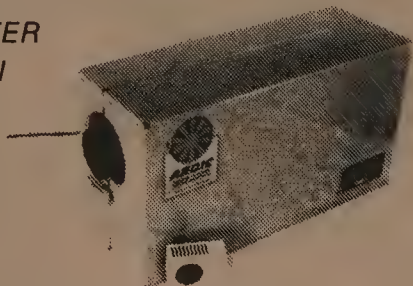
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# LETTERS

potential (or current) liveaboard with whom I could talk to mount a battle against the 72 hour rule. I think it could be legally knocked down, but I also think there might be repercussions — So, what I'm after is getting together with some other illegals to see if, with the help of the above mentioned boat owning legal types, we can't beat the system into a shape that suits quiet, considerate liveaboards.

Hope you can accept answers to this. I can't sign my name — so I'll just be

Marina Parata

*M. Perata — We'll be glad to withhold your real name and accept replies for you.*

*We lived aboard illegally for years — in fact, we did the first nine issues of Latitude 38 out of our boat. But you'd have never known. And even though we had to go through many of the inconveniences you now do, we wouldn't have had it any other way.*

*Keeping a low profile means you need not submit yourself to the whims of the BCDC, extra city and country intervention, and who knows what else. It means you don't have to make expensive — and sometimes preposterous — alterations to your boat, or pay increased berth fees. It means you don't cause the ouster of all the illegals — who probably outnumber the "modest" amount of legals you'd get in return.*

*The 72-hour rule might be illegal, we have no idea. But it effectively allows marina operators to wink at illegals, while at the same time kicking out those who violate community standards and thereby abuse the privilege. (You'd be dazzled at the legions of self-styled "quiet, considerate" people who think nothing of letting their Great Danes shit on your just-painted cabin top, who enjoy undertaking major automobile repairs in the parking lots, who hang clothes from the rigging each day, who let their wet garbage fester at slipside, and who never use their boats for anything but low income housing.)*

*If you stopped to think about it, you might be surprised at how lucky you are with things just the way they are.*

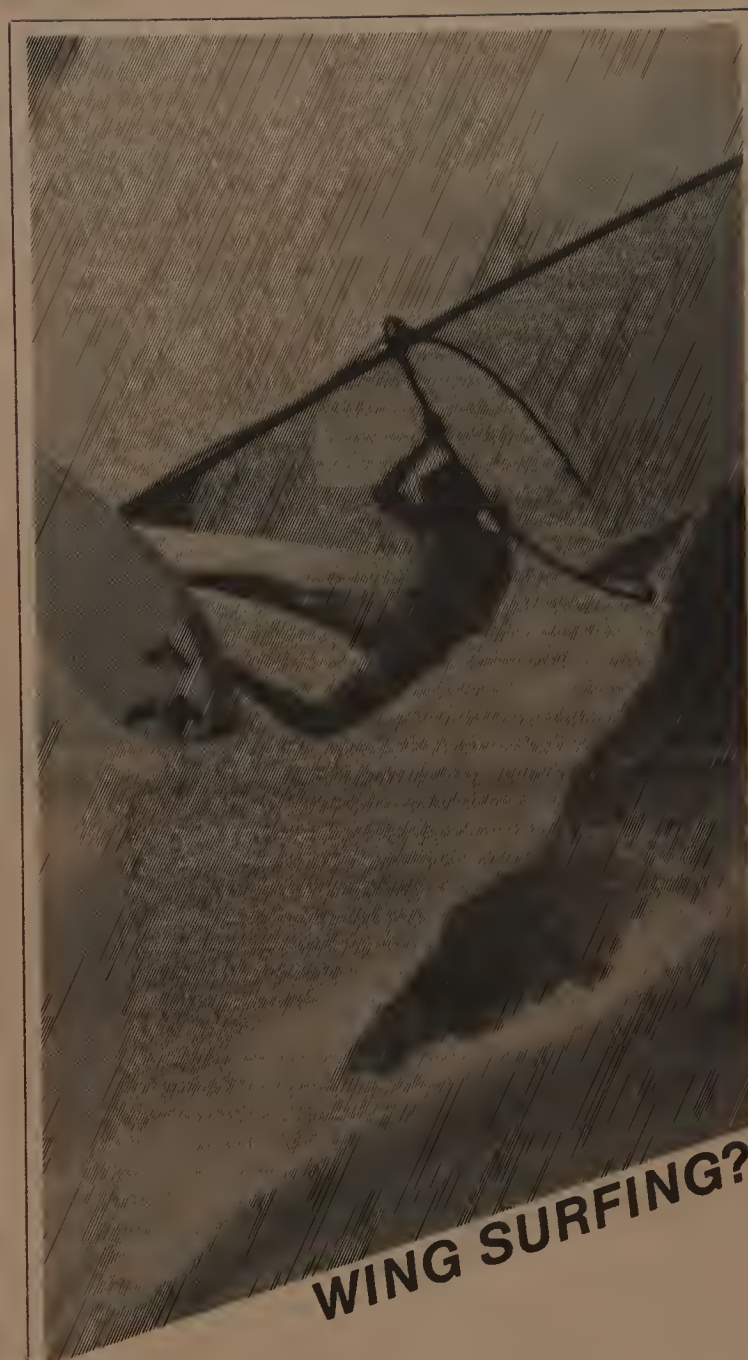
## □WORKING FOR THE WEEKENDS

In the interest of keeping you informed of the ever changing berthing problem and possible solutions, I have enclosed a copy of a "feeler" from the owners of Pier 39 (through their research firm) regarding the sale of the slips located there for \$750 to \$2000 a foot. You'll notice that there is no mention of monthly responsibility or maintenance fee which is generally associated with condominiums. Who'll fix the pier when it separates between your boat and the gangway? Make sure you own a dinghy I guess. Also you'll notice that the research firm queries the tenants again as to their intent to buy after giving some idea of the proposed cost. Surely this doesn't reflect the fact that they believe the cost is too high and will scare us off. Not to worry — it is.

Unfortunately for me and the other tenants that I have been able to speak with, this sale will mean a tearful departure from our beloved surge to other marinas. If there is space available this side of Vallejo that is. We will be unable to bear the cost of financing berths that are being priced at or more than the price of our boats.

Could this be the wave of the future? If so I feel that many of us who cannot afford a dry condo let alone a wet one will be forced out of a sport that keeps us alive and off the couch. I would like to urge all those interested in keeping sailing within the reach of the overtaxed middle class citizen to write to the San Francisco Port Commission and express their feelings on this matter. [See petition below.]

I would also like to take this opportunity to thank you for a superbly written (most of the time) magazine. Yours is truly the only informatively entertaining sailing sheet in the nation. One of the best parts of your magazine are the local pieces. One such piece prompted a trip over Memorial Day. A few months ago you ran an article on



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**841-WIND**

**LESSONS RENTALS SALES**



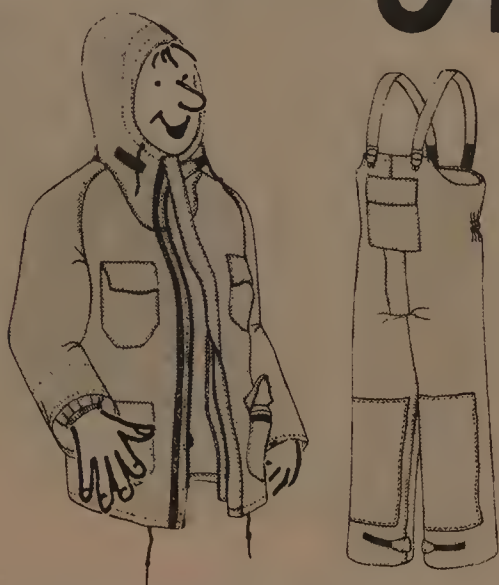
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# LETTERS

Port Sonoma Marina which got my curiosity up.

The marina was everything your article said it would be. After a six hour trip from Pier 39 (my Columbia 22 *Wild Turkey* will never win any races) and a close call in the channel, first mate Vicky and I found a very pleasant marina surrounded by green grass and flat panoramic views of the surrounding and distant hills. We were treated very nicely by Diane in the marina office upon arrival, who directed us to clean hot showers that rival some hotels I've been in and felt so good. The people at the chandlery even had the screws for the table I've been unable to find (read: too lazy). The marina is so peaceful that I thought the boat had settled into the mud. In the morning the outgoing tide provided the perfect exit considering there was little wind in the early hours.

The following are a few updates since your last article:

1. According to the employees at the chandlery, the CHP is now fining and turning back all caught offenders who try to walk across the bridge. Seems they had too many problems with people doing this at the Renaissance Fair.

2. Although no groceries are available within walking distance (see above), Mary Ann at the Bait Shop, located at the mouth of the marina, will save your breakfast with fresh-out-of-the-chicken eggs, save your beer with ice, your aching morning headache with coffee, etc.

Your Memorial Day issue came out just in time to provide a fine reason for doing nothing at certain times during the weekend. Port Sonoma Marina was definitely a great place to read it. I can recommend the peacefulness of P.S.M. highly — we will be returning soon.

Could we see some more articles on weekend overnight escapes?

William E. E. Anson

San Francisco (for now anyway)

*William — Included in this issue — just in time for 4th of July — is a guide to the Delta we hope you'll find useful.*

*In regard to the berthing problem, the 'feeler' is too long to publish, but we've reprinted a copy of the petition in case any readers would like to support your efforts.*

## PETITION

We the undersigned are currently Berthholders at Pier 39 Marina. We acknowledge the need for a breakwater to protect the facilities and the harbor. However we hereby protest against being forced to purchase our berth (condominium) in order to finance the breakwater — under threat of expulsion for non-purchase. We protest the eviction and hereby petition the San Francisco Port Commission to refuse permission to Pier 39 Marina to require tenants to purchase berths in order to remain as tenants in the harbor.

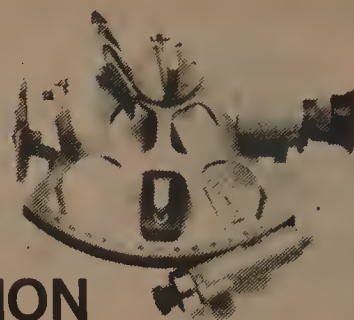
Signed:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

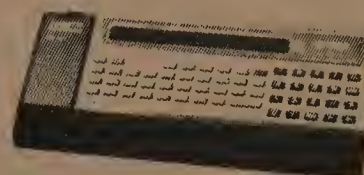
Please after signing and or completing, return the form to the person who circulated it, or mail it directly to San Francisco Port Commission, Ferry Building, San Francisco, CA 94111 . . . and a copy to Mayor Diane Feinstein, City Hall, 400 Van Ness Avenue, San Francisco, CA 94102.

☐ **BERTH RATES: ONWARD AND UPWARD**

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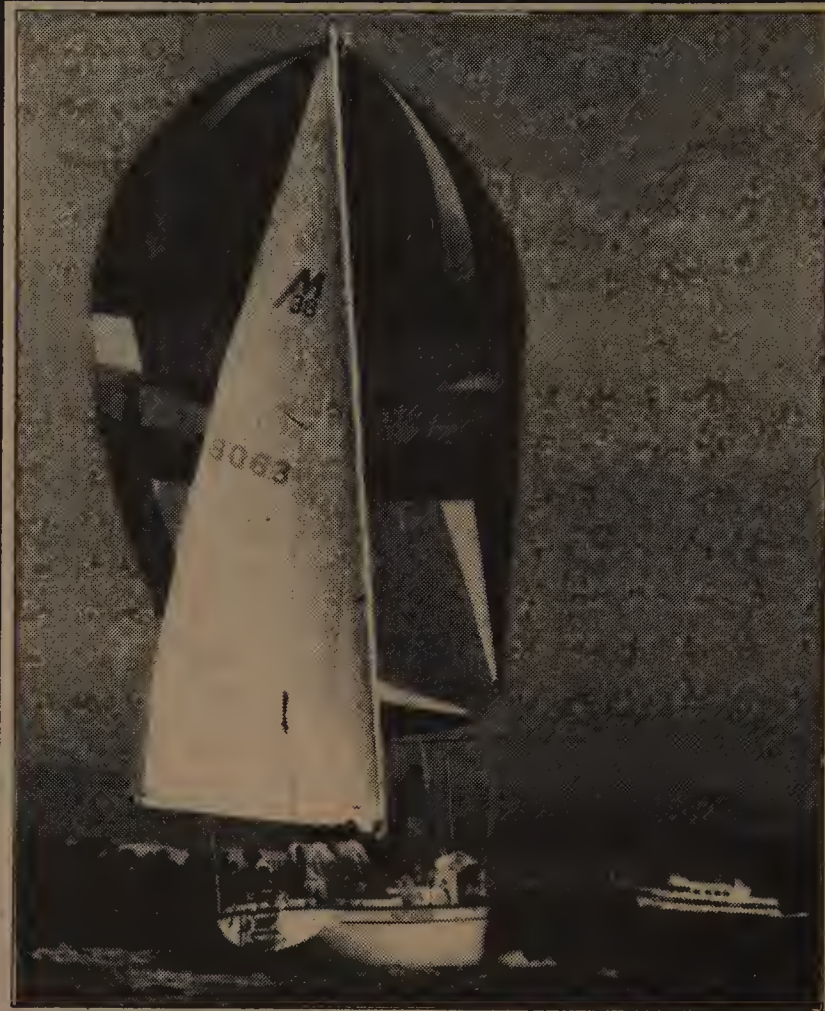
Business Ads: \$30

The deadline is the 22nd of the month. You are welcome to submit ads after the 22nd, but we cannot guarantee placement in the next issue.

Sorry, but we can't accept ads over the telephone.

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# LETTERS

Has your berth rental rate been increased recently? Do you know why?

The battle with inflation may have been won, but the boaters have lost the battle in Sacramento. We are being whipsawed between the private and public marina operators with the State of California Department of Boating and Waterways providing the muscle power. Here is how it works:

The Department of Boating and Waterways advises the municipal marina which may have lower than average rates that it must raise its rates if it has applied, or intends to apply, for a state loan or grant. The municipality is happy to oblige since it can always use extra money from the boaters to subsidize other activities. This raises the average so now the private marina can raise its rates and increase its profits. It's called the "comparable rate" policy. This is no hypothetical example. It has actually happened in a bay area community.

So the tenants in both the private and public marinas get "ripped off". The public marinas are the only force preventing price gouging by the private marinas where there is a shortage of berths. The Department of Boating and Waterways justified its action on the basis that the State Legislature, through AB 2248 (1979, Assemblyman Knox), mandates their enforcing comparable rates. This legislative requirement was only for the benefit of the private marina operators, not the boating public.

This price fixing activity by a State agency is a perversion of government power. The Department of Boating and Waterways should be concerned with the rates charged only to the extent that repayment of the loan, operation, maintenance and reserves for depreciation is insured. The maintenance of the revolving fund (gas tax money being returned to the boaters) would be better assured by insisting on proper maintenance and accumulation of a depreciation reserve.

The Department of Boating and Waterways is supposed to be the boaters' advocate. It must balance the interests of the berthed boat users versus the trailerable boat users. Supporting the private marina operators should not be its function. If the State continues this activity, berth rates will become exorbitant and drive a lot of people out of boating, to the detriment of the boating public and industry.

What can we, the boaters, do about it? This is pure politics, and politics is a numbers game. We have the clout if we get together. There are more boaters than marina operators.

First, let your State Legislators know how you feel on the subject of comparable rates. You know who they are or can find out.

Second, support B.O.A.T., Inc., your voice in Sacramento. (Refer to June issue, *Latitude* 38). They always can use more support. Let the Directors know you want them to take a positive stand on this issue. The officers and directors are listed on page 27 of the 1982 Yachting Year Book (Bay Area). Or, if you are not a member, send your \$5.00 contribution to B.O.A.T., Inc., 925 L Street, Suite 220, Sacramento, CA 95814 and express your feelings on "comparable rates".

With a stronger voice in Sacramento, we can stop this upward spiral of berth rates. The boaters are increasingly being exploited. It's not too late to fight back!

R. J. Hoffman  
Redwood City

R. J. — We checked into AB 2248. As you say it was sponsored by Assemblyman Knox (who retired from office) and signed into law by Governor Brown on September 11, 1978. That law was the baby of the Marina Recreation Association, who claimed it was necessary because municipal marinas constituted unfair competition from the government. This explanation is a little bit hard to swallow, because municipal marinas have always charged substantially lower rates but we've yet to hear of one that was in the red.

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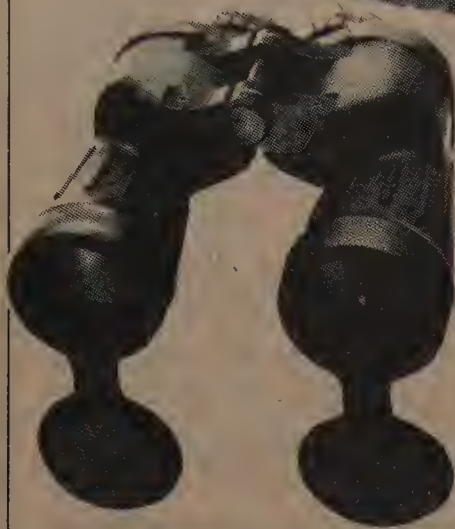
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# LETTERS

A spokesman for Cal Boat says 'comparable pricing' is not merely "justified", but is required by the passage of AB 2248.

Your suggestion on expressing your feelings on "comparable rates" is an excellent idea.

**FLASH!** According to the San Francisco Examiner, berth rates at Coyote Point Marina will increase by 13% beginning July 1. Berth rates were upped 35% at Coyote Point last year.

## □WHAT'S IT ALL ABOUT, M.O.R.C.

I am writing you at the request of Bob Kates, publisher of the Midget Ocean Racer and Treasurer of MORC International.

The Midget Ocean Racing Club (MORC) got its start on Long Island Sound with the formation of Station 1, New York in 1957. Originally for yachts 24' and under, overall length is now 30'. Most MORC boats are in the 25'-26' range.

MORC's handicap rule, based on the old CCA rule, has fairly well handicapped boats in the 20' to 30' range over the years. The few rule changes have kept older boats competitive, such as my 13-year old Morgan 25.

Since the MORC International office and Rating Center was opened in 1974, over 6,500 boats in 200 classes have been measured by MORC measurers who are trained and certified annually. Thru this fine training (and accuracy in measurement) program, MORC has been able in the past two years to issue Standard Hull and Sail handicap measurement rating certificates to over 45 different classes of boats. (Five boats must be measured in a class under the latest Rule.) This rule has eliminated almost all of the costs of measuring and weighing of boats. Under this rule the owner can optimize his sails and rig and still use the Standard Hull measurement. As more new classes are measured, more classes of Standard Hull & Sail Ratings will be available.

I have been Executive Secretary and Director of MORC International since 1974 and have raced yachts up to 48' LOA under the CCA and IOR rules since 1965. I have participated in or attended hundreds of local, regional, state and International Regattas. Nowhere have I found the competition as keen nor the camaraderie among skippers that, as a club, MORC offers to its members.

Since 1974 MORC's main growth was on the east and southern coasts along with the Central Great Lakes regions. The past two years has seen a surge on the west coast with four new stations from San Diego to San Francisco.

The MORC International Regatta will be held this year on the West Coast at Marina del Rey, California and co-hosted by the California Yacht Club and MORC station 73, Los Angeles on August 9-13th. This regatta has become the show place and proving ground for new designs. Since the demise of 1/4-ton racing the designers of under 30 footers have gone to the MORC Rule as evidenced by the new designs of Nelson and Merrich's Santana 30/30; Bruce Nelson's Capo Bay 26; Carl Schumacher's Express 27; Sparkman & Stephen's Tartan 3000; S2's 7.9 Grand Slam and their new 30 footer coming in 1983; Catalina's new Capri 30'; and Rod Johnstone's new 29', all of which should be at Marina del Rey.

MORC has had steady growth throughout the U.S. and Canada since it was founded in 1954 and now has 39 active Stations and over 1,500 members.

Information on the forming and charter of Fleets and Stations may be obtained by writing the Secretary, MORC International, 21330 Center Ridge Road, Cleveland, Ohio 44116, (216) 333-6770.

I hope that this information will be helpful to you and informative to your readers.

Richard B. Beurmann  
Executive Director  
MORC International

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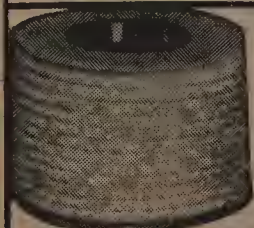


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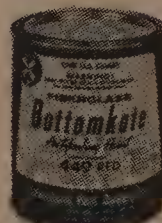
Size	List	50'-200'	200'-600'	600'-+
3/8	.26/ft.	.15/ft.	.13/ft.	.12/ft.
7/16	.36/ft.	.22/ft.	.20/ft.	.18/ft.
1/2	.47/ft.	.27/ft.	.25/ft.	.23/ft.
5/8	.76/ft.	.45/ft.	.41/ft.	.37/ft.
3/4	.96/ft.	.58/ft.	.53/ft.	.48/ft.

Yacht Braid Red, White or Blue

Size	List	50'-200'	200'-600'	600'-+
3/16	.21/ft.	.13/ft.	.12/ft.	.11/ft.
1/4	.32/ft.	.19/ft.	.18/ft.	.16/ft.
5/16	.43/ft.	.25/ft.	.23/ft.	.20/ft.
3/8	.57/ft.	.32/ft.	.29/ft.	.25/ft.
7/16	.74/ft.	.43/ft.	.37/ft.	.32/ft.
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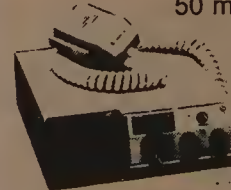
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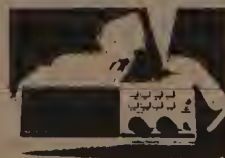
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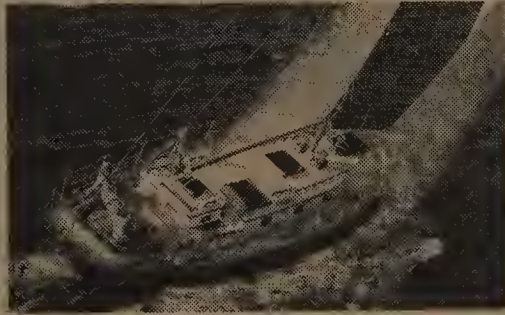
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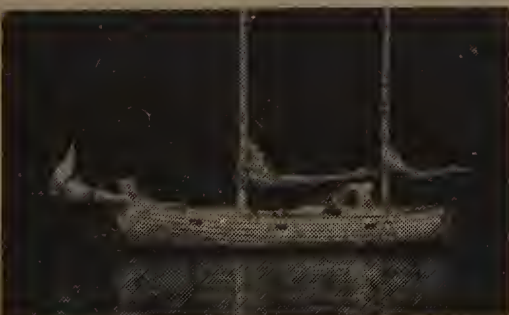
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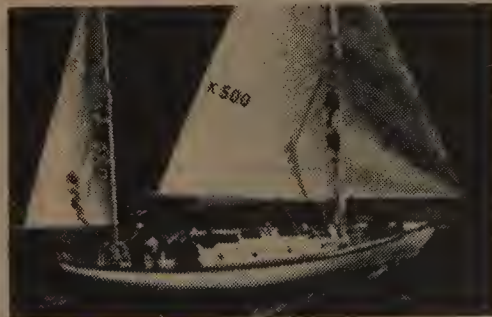
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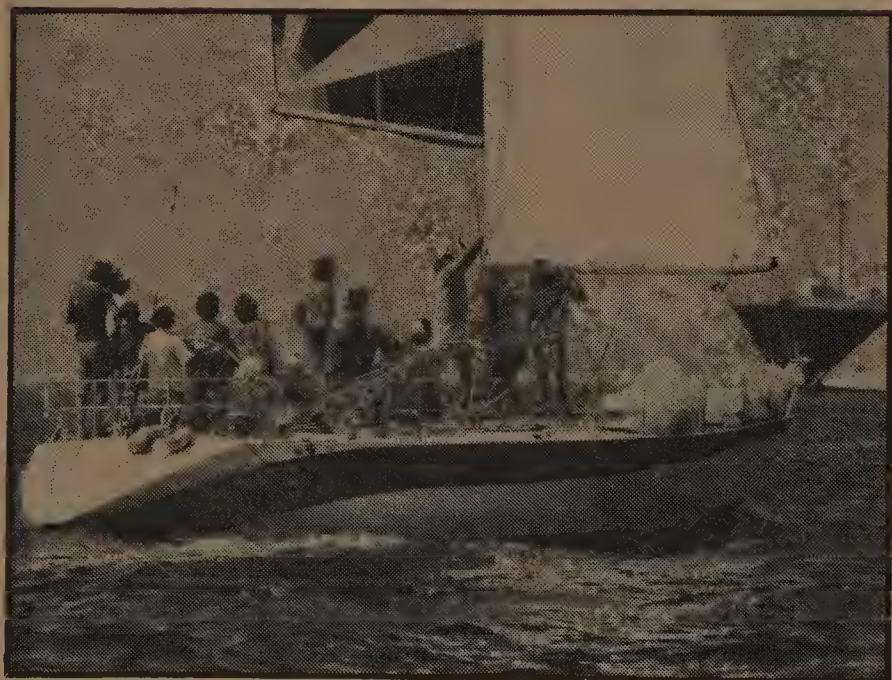
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# LOOSE LIPS

I see by the papers . . . The recent evacuation of war-torn Lebanon by American, British and other foreign residents created an interesting scene for a UPI news picture: Two windsurfers gliding across the harbor with a refugee ship on one side and smoke rising from the shore on the other. It reminded us of the surfing scene in *Apocalypse Now* when the GI's hung-ten between shellfire. Go for it.

Another newspic of more local interest appeared a few days earlier. An Olson 30, made in Santa Cruz, rescued passengers from a downed helicopter. An no, they didn't get to keep the helicopter!

Did you know that the Port Sonoma Marina was designed by Bill Ficker of Newport Beach? You may remember him as the skipper of the 12-meter *Intrepid* when she won the America's Cup in 1970.

Also in the news recently has been the stink in Sausalito over the right of houseboaters and yachts to anchor out. The Marin County Board of Supervisors held a meeting on June 22nd to discuss the issue. Supervisor Al Aramburu presented a nebulous proposal to prohibit anchoring out along all of Marin's coastline for longer than 24 hours. Houseboaters and yachties alike came to voice their strong disapproval to the plan. No decision was made, and they'll take it up again on July 6th.

On a more peaceful note, sailors watching NBC's Today Show on June 15th got a look at three of the participants in the upcoming singlehanded Around the World race. Hostess Jane Pauley spent a good ten minutes interviewing Dan Byrne of Southern California, David White of San Francisco, and another entrant whose name we can't remember. Singlehanded sailing goes big time.

Other names in the news . . . Gerry Spiess, the 41-year old schoolteacher from White Bear Lake, Minnesota, received the 1981 Slocum Award. Gerry is the fellow who sailed across both the Atlantic and Pacific in the 10-foot homemade boat, *Yankee Girl*. He completed the Pacific trip from Long Beach to Sydney, Australia, in mid-1981 (Volume 54, December, 1981). For that, one should get some kind of award . . .

The San Francisco Perpetual Trophy, scheduled for the last weekend in June, was scrubbed when challenger Long Beach YC backed out. The SoCals were going to send Dennis Choate's *Brisa* against Bill Clute's *Annabelle Lee*, but changed their minds.

Things are not going well for Olympic sailboarding (which is beginning to resemble a self negating phrase, like government intelligence). Hoyle Schweitzer's Windsurfing International, located in Southern California, is making it damn hard for the designated board of the Games, Bic Marine's Windglider. The boardsailing class has been cancelled from the 1982 Olympic classes regatta in Long Beach, July 31-August 7. Bic was unable to assure that the organizers of the regatta wouldn't be legally liable in the event of a legal suit over patent rights. Windsurfer International holds the patent here in the U.S. and has not authorized the use of Windgliders for the games.

In England, though, Schweitzer's patent was blown out of the water by a High Court Justice, who said the Californian's sailboard design was not original. The English claim an inventor named Peter

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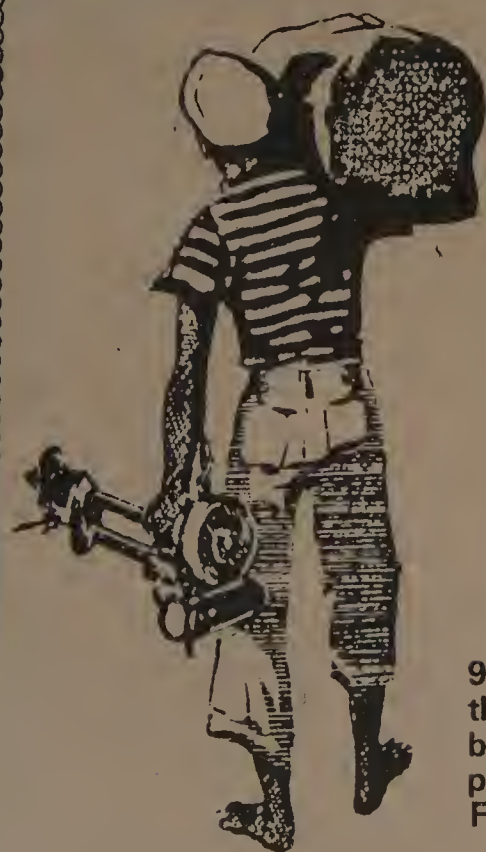
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# LOOSE LIPS

Chilvers had come up with the essential elements of a windsurfer in 1958, ten years prior to Schweitzer. Those Brits are showing quite a bit of spunk these days . . . English Major Ewen Southby-Tailor was stationed in the Falklands last year, where he compiled a sailing guide. Back in London he was having a hard time finding a publisher — only three yachts a year visit the used-to-be sheep covered rocks. When the conflict broke out with Argentina, Southby-Tailor's manuscript was banned, and he was hustled off to the South Atlantic as a special advisor!

Back to the Bay . . . All Islander yacht owners are encouraged to go racing and cruising with their fellow owners. There will even be an "All Islander Regatta" this fall. Islander 36'ers should contact Allan Schuman at 563-2111 during the day. Larry Telford at 541-1777 is coordinating the Islander 30 fleet, and Tom Hughes, 545-2603, is in charge of the Islander 28's.

And then there's John Hendricks encounter with E.T. (extreme terror). While sailing his modified Santana 20 *Surf* in the Association of Singlehander's Drake's Bay race on May 30th, he got hit by something enormous. The loud bang was even heard by a nearby boat. John checked for leaks, but found none. Whatever it was did crack his deck, though, and sheared off four rivets that hold the deck and hull together. "For the next hour," John says, "I kept looking around, but I didn't see anything." . . . Good bye, and good luck.

The latest word on the attempted imposition of 'user fees' on recreation boats is that the bill — and its various amended versions — proposed in Congress has been shelved. At least for now. Boating organizations such as B.O.A.T., the National Marine Manufacturers Association, and BOAT/US will be keeping a close watch, however, on new developments.

That leaves the proposed 15 percent 'luxury tax' on boats — and other expensive consumer items — in the position of the current most larcenous attempt by the government to unjustifiably get into yachtie's pockets.

"The tendency which has been manifest for several years in racing yachts to go beyond the limit of safety in spars and rigging seems in a fair way to come to a head, both here and abroad, this summer. Already, with the season not yet a month old, the toll of lost masts and broken gear has been such as to make both naval architects and yacht owners pause in their desire to gain the last few second's speed, that may mean victory or defeat, by paring down the weight of spars and rigging beyond a reasonable degree. In the old days, when yachts were something more than "mere hollow shells", it was extremely rare that one heard of a mast going over the side. Yet in the first month of racing here the number of such occurrences has been, to our mind, beyond all reason.

"Granting the keenness of competition that urges architects to "take a chance", it seems to us that the continued practice of going beyond the limit of safety, with hollow masts of insufficient shell thickness, and shrouds and stays of inadequate strength to stand the strain of a moderate breeze, is going to have a detrimental effect on the sport at large."

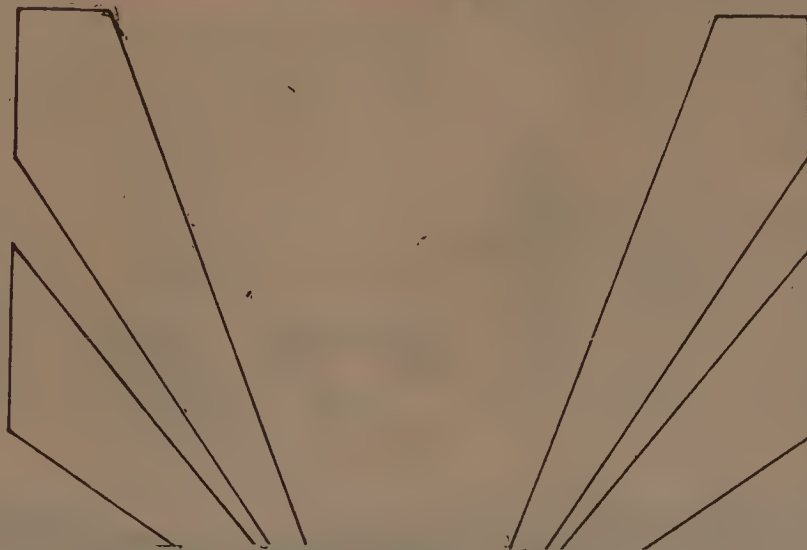
editorial from *Yachting* magazine, August 1927

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PHOTO: MIKE MONAHAN

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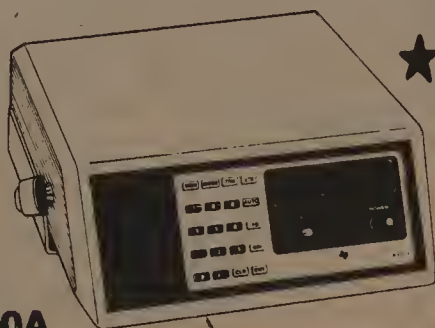


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5 yards VELCRO  
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Sale \$9.60

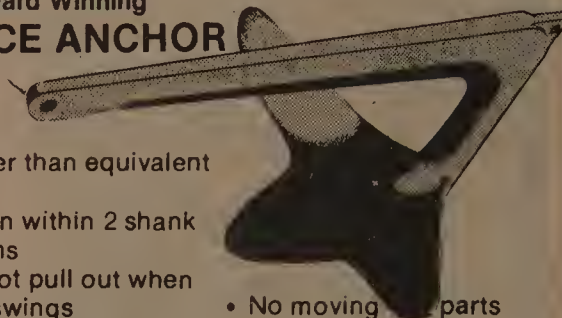
### HATCHWAY SCREEN KIT

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1 oz tube adhesive,  
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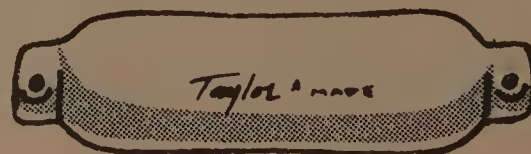
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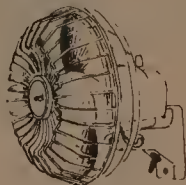
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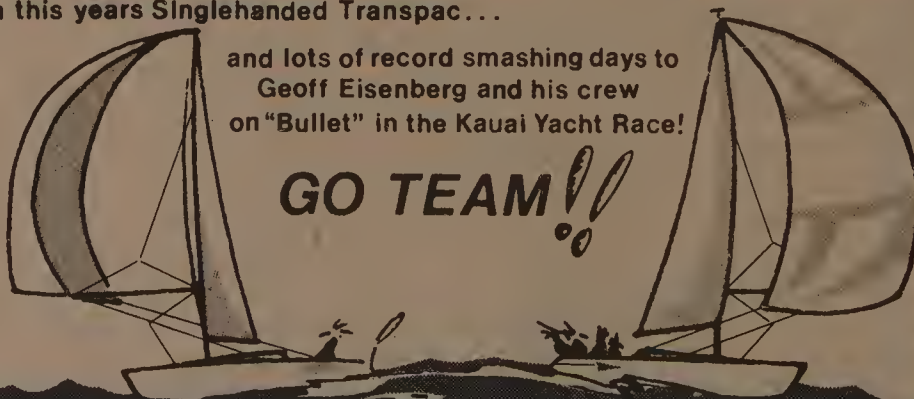
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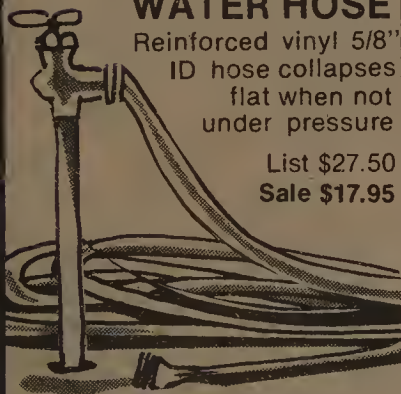


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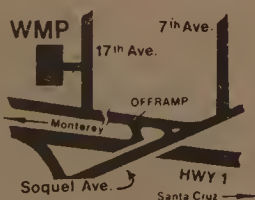
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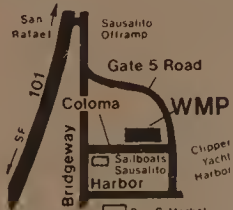
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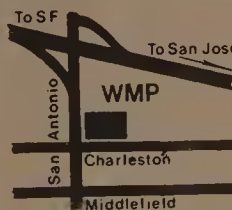
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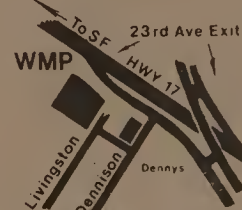
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# West Marine Products



# SIGHTINGS

## the winner's circle

The summer racing schedule got into full swing in June and here's a smattering of results from various points on the compass.

Irv Loube's Frers 46 *Bravura* won the 99-mile Buckner Race on the Memorial Day weekend. By doing so, Loube and company also won the spring Danforth series with a record of 2,3,5,1. Second overall was Monroe Wingate's *Scartlett O'Hara*, a Serendipity 43. Also that weekend, young John Kostecki steered Mike Stone's green J-24 *Leprechaun* to victory in the J-24 district championships, while Marin's David Bacci topped a fleet of Cal 20's with his *Tappo Piccolo* to win this year's Baum Trophy.

On June 13, Aeolian YC ran its popular Lightship race. An ebb tide out with a flood for the return made for a quick round-trip on this 20-miler. The first-to-finish battle between two Bruce Farr design's, Larry Stewart's 52-foot *Zamazaan* and Jerald Jensen's new 48-foot *Sanguind*, was decided in the final half mile. *Sanguind* took the gun while *Zamazaan* struggled with a ripped jib and took second.

The tentative corrected time results, by division, for the Lightship race are: Div. A (for Aeolian YC boats): 1) *Cameo*, Alberg 30, Eddie Bunker; 2) *Magic*, Hawkfarm, Mike Robinson. Div. 1 (PHRF 234-258): *Yark*, Pearson Commander, Carlton Skinner; *Renegade*, Coronado 25, Pete Bingham. Div. 2 (PHRF 216-228): 1) *Snowstorm*, Ranger 23, George Morris; 2) *Shanghai Lil*, Ranger 23, Joseph Boone. Div. 3 (PHRF 192-204): 1) *Breezin'*, Cal 2-27, Rod Sievers; 2) *Mandella*, Islander 28-A, Daniel Woolery. Div. 4 (PHRF 180-186): 1) *Summertime Dream*, Schumacher custom, Robert Moore; 2) *Confusion*, Yamaha 24, Ron Stout. Div. 5 (PHRF 162-174): 1) *Fantasy*, Cal 29, Doug Clark; 2) *Dire Straits*, J-24, Steve Bayles. Div. 6 (PHRF 150): 1) *Aikane Pakele*, Islander 36, Bernd Gadow. Div. 7 (PHRF 126-150): 1) *Prima Donna*, Islander 36, Eric S. Warner; 2) *Wild Onion*, Islander 36, Allan Schuman. Div. 8 (PHRF 12-120): 1) *Blue Streak*, Cal 39, Sam Whiteside; 2) *Coyote*, Wylie 34, Nick Kluznick.

On June 18th, the Golden Gate YC finished up their spring Friday night series. The winner, with a handsome 1,1,2,1 score, was Harry Allen's J-24 *Darvon*. Second was another J-24, *Mirthmaker*. The second Golden Gate YC series starts August 6th and runs through September 10th. Call 346-2628 or 566-2087 for information. (Many club members will be up the Delta in the early part of July, so don't get discouraged if no one answers).

## left one day and never came back

Nothing lasts forever, and big sailing businesses rarely even come close. Lots of folks think sailboat manufacturers make tons of money. A few do for short periods of time, but hardly any do over the long run.

The same thing pretty much applies to sailboat dealers, both in the bay area and around the country. Few of the top dealers when we sold boats some eight years ago are still at the top of the pile, and three of the biggest no longer exist. The Yacht House went under in murky circumstances about two years ago; Sailboats, Inc. was forced to merge with Northern California Yacht Sales; and just last month Sailboats/Sausalito had to close its doors when the owner, Dick Levine, apparently took the money and ran.

The sudden disappearance of Levine, who at one time or another handled many of the major boat brands, was a dirty blow to an industry already suffering from high interest rates. Former employees, manufacturers, and local marine businesses with whom he had been dealing for years were burned, some for many thousands of dollars.

cont'd on next sightings page



## dewitt

Jim DeWitt, Richmond sailmaker and artist, is currently offering lithographs of two of his oil paintings, "Off the Wind" and "Safe Leeward, 1982". The former, 22"x30", is under blooper and spinnaker, while the latter, 22"x22", depicts the afterdeck action of two boats beating to weather. Both are done in Jim's contemporary style and with the accuracy that can only come with his unique talents in both sailing and painting; he's been winning sailboat races and painting boats for over 30 years.

There are only 500 copies of each picture available. All have been inspected by Jim and pencil-signed and numbered. For all you art speculators, this could be great deal.





## lithographs

For those who want to hang up a superb sailing picture, likewise. They go for \$150 per lithograph, \$225 with matte and framed behind glass. To order, or to talk about Jim doing a painting of your boat, call (415) 234-8192.

Then again, if you'd just like to savor the beauty of Jim's work, you might want to stop off at the Richmond Yacht Club. There hangs the big 10'x10' blue-hued original oil of "Safe Leeward". Loosely based on the old *Bravura* and *Triumph* beating up the Cityfront during a Big Boat Series, we can honestly say we think it's as dazzling a contemporary painting of sailing as we've ever seen.

## never came back - cont'd

Although they preferred not to comment on the matter at this time, apparently the Bank of America, which handled Sailboats/Sausalito's flooring, was hurt the worst. Reportedly they were still flooring several boats that had already been sold when Levine never returned from what he said was a Las Vegas vacation.

Typically the way a dishonest dealer screws the bank is by going 'out of trust'. A boat that is sold is supposed to come off the dealer's flooring; if the dealer hides the sale he's suddenly created a huge sum of cash.

It's illegal to go out of trust, but it's been done before. Sometimes strapped dealers have gone out of trust for a day or two to get through a brief cash flow crisis, but other times it's done with the intention of creating a pile of money to run off with. Evidence would suggest that Mr. Levine, who regaled in the name 'Sausalito Fats', might have taken the latter course. Banks are aware of the dangers of dealers going out of trust and check for it; in this case they might have been lax since one boat was reportedly out of trust for almost five months.

New boat dealers — most of whom are small family businesses — have been squeezed especially hard by the economy. The same high interest costs that have dramatically increased their flooring costs have also made it much more difficult for customers to qualify for bank loans. The general industry response has been to tighten the belts: cutting expensive inventory, trimming sales forces, and operating as economically as possible.

Dick Levine apparently had Sailboats/Sausalito chose a riskier but potentially more profitable course. Having had big successes at the 1980 and 1981 Cow Palace Boat Shows, Sailboats/Sausalito went all out with tremendous display of huge boats at this year's January show. But sales were nowhere near the previous two years, and Levine was stuck paying 2% over prime to floor a tremendous inventory of boats he just couldn't sell. In that situation operating capital evaporates fast.

Exactly what happens to all the lines and boats Sailboats/Sausalito carried and had in stock is unclear at this time. Islander Yachts however, immediately announced that Don Wilson Yacht Sales in Oakland, already an Islander dealer for 13 years, had become their exclusive agent in the region. Similar announcements from other companies will probably follow once the complex debris of the debacle has been sorted out.

## rock solid evidence

Sailing close to the south shore of the entrance to the Golden Gate is an accepted ocean racing tactic. Boats will even go inside the Mile Rocks lighthouse off San Francisco's Lands End to gain a favorable tide advantage. One boat that did so recently but suffered heavily is Bob Magoon's *Racy*, a Peterson Two Tonner, which he's owned since February, 1981. On May 31, during the last leg of this year's Corlett Memorial race, the aluminum hulled *Racy* hit a rock and nearly sank.

Bob says they were on a line between Mile Rocks and Lands End, right at the point on the chart that gives a depth of 14 feet at low water. He estimates they were about 150 to 250 feet away from the visible rocks near the shore. The tide was at the end of the ebb cycle, just before slack water. All of a sudden they were nailed on the keel. The impact was so strong it pulled the forward part of the keel right out of the boat. They started taking on water quickly and couldn't stop the flow, so decided to head for Baker's Beach, a mile to the east.

Bob recalls the next 10 or 15 minutes were real scary. Everybody put life-jackets on, and they got the life raft inflated without any problems. "The

cont'd on next sightings page



# SIGHTINGS

## rock - cont'd

good part was that there wasn't much panic," he says. "It was a real emergency drill, and we did pretty well." By the time they reached shore, *Racy* was full of water. Luckily there wasn't much surf that day, so they simp-



ly drove her up on the beach, where she was later put on a truck and taken to Hank Easom's Sausalito boatyard. Bob hopes to have her race-ready again for the Big Boat Series this fall.

We've got a feeling *Racy* hit the same rock that Dave Allen's *Imp* hit three or four years ago. It would be nice to know exactly where it is, since boats go through there all the time. There were three boats right near *Racy* at the time she hit, and they all made it without a scratch.

## chiles wrecked and arrested

Sailing adventurer Webb Chiles is returning home to San Diego, his 38,000-mile solo circumnavigation in an 18-ft. open sailboat cut short in North Africa. After his Drascombe Lugger *Chidiack Tichborne* was destroyed

cont'd on next sightings page

## fastest

If the question of what's the fastest boat under 18-feet has been keeping you up nights, you'll be glad to hear that the dilemma was recently solved. For this year, anyway.

On Memorial Day, a select fleet of dinghies including a 505, three International 14's, a Fireball, a Contender, an International Canoe, and a Finn, participated in the first "Fastest boat under 18 foot race". Starting in the Richmond Harbor entrance, the group left Angel Island and Alcatraz to port and returned, roughly a 12 mile course. First across was the winner.

And who was the winner? Del Olsen's International Canoe got to Angel Island first,

## stepping out

"Boatworks", a program for developmentally disabled adults from 16-30 sponsored by Oakland's Stepping Stones growth center, is reportedly enjoying great success. Participants are being trained in sailmaking and boat detailing and cleaning. One member of the group has been hired by Horizon Sails and several others are interviewing for jobs in the marine field as well. This summer Boatworks will be involved with the restoration of *Potomac*, Franklin D. Roosevelt's "Floating White House". The Port of Oakland purchased the motor yacht and plans to turn it

## a really rotten

Larry Ohs, one of the four sailors who died in April's Doublehanded Farallones Race, owned a Santa Cruz 27 in Portland. Actually it was Don Keenan's *Hanalei Flyer* on which Larry had a lease to buy option. After Larry died, his old friend Pam Buda of Sausalito — with whom he'd sailed to Hawaii — took over the option.

In early June she went to pick up the boat from Captain's Moorage in Portland. That night someone broke into the boat and stole the Watts blue and white 1/2 oz. triradial spinnaker that Larry had purchased the previous fall. Whoever broke into the boat knew the



The race will be run again next year with hopes that an Aussie 18 might participate.

**with stepping stones**

Boatworker stitchers are also getting quite good at making ditty and "No Sheet bags". The ditty bags are good for tool organizers, change purses, and sewing kits, while the larger acrylic sheet bags serve as organizers for boats, vans and homes. Costs range from \$1.00 to \$25.00 and are tax-deductible. Call Anne or Erica at 834-3990 to place an order.

## thing to do

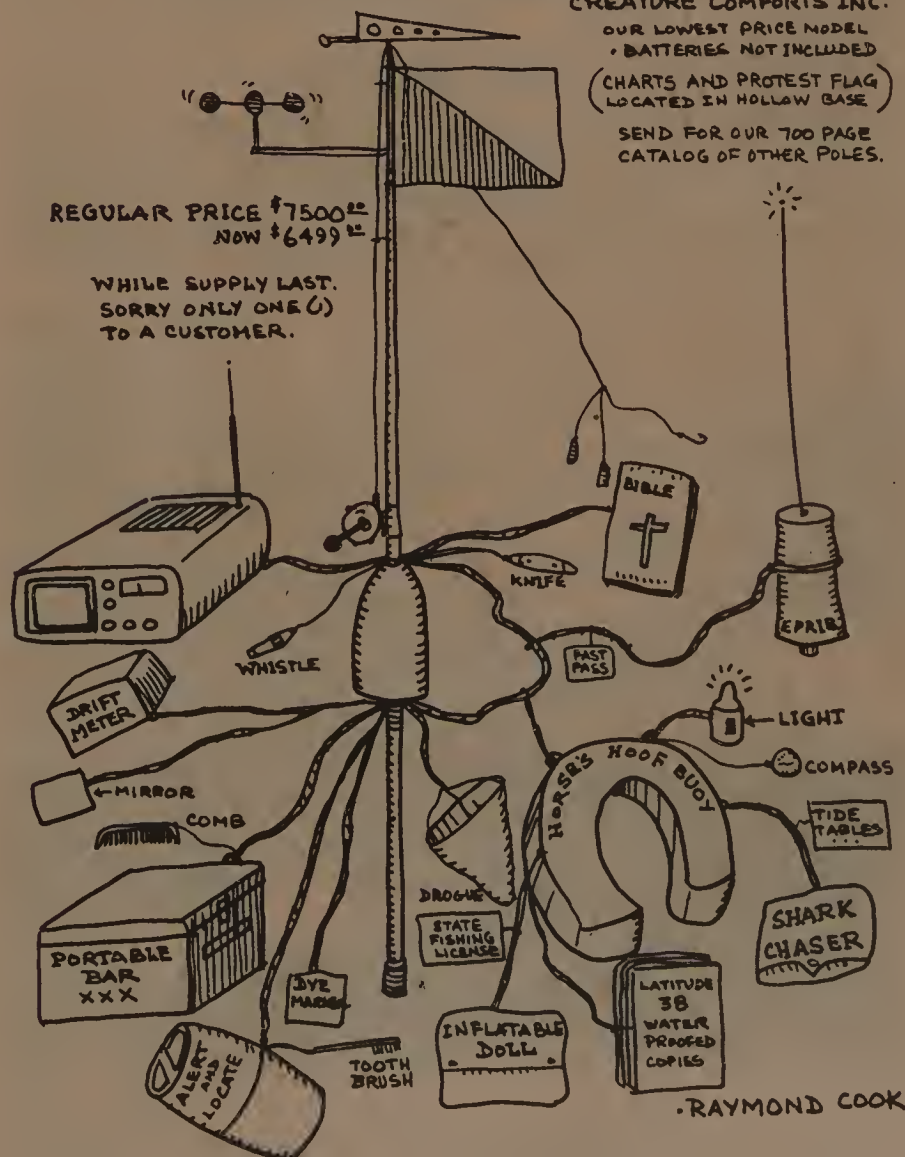
If anyone else sees a blue & white Watts Santa Cruz 27 1/2 oz. triradial with the numbers 8111, put the possessor in the L.A. Police choke-hold until it's returned to its rightful owner.

## chiles - cont'd

Chiles had left Mission Bay on November 12th, 1978, planning to sail 38,000-miles in 550 days. He encountered several mishaps along the way, including having to drift in his inflatable dinghy behind his partially submerged boat for two weeks before washing up on a reef off Vanuatu in the South Pacific. Chiles sailed with a minimum of equipment: one set of sails, two sets of oars, two sextants, three compasses and a watch for navigation. Prior to this trip, Chiles circumnavigated in a 37-ft. cutter, becoming the first American to sail solo around Cape Horn. He's also written two books, *Storm Passage*, and *Open Boat: Across the Pacific*, as well as numerous magazine articles.

WO-MAN-OVER-BOARD-POLES

WHILE SUPPLY LAST.  
SORRY ONLY ONE (1)  
TO A CUSTOMER.



RAYMOND COOK

We're not responsible for this, we just found it in our mailbox. Mr. Cook explains that the ultimate in overboard poles comes with its own boat attached. Why not a dock and some land, too?



# SIGHTINGS

## distances

Think you know your sailing distances well? Alright, we'll give you a little test.

Working down the coast from San Francisco, how far is it to A) Monterey? B) Port San Luis? C) Santa Barbara? D) Long Beach? E) Newport Beach, and F) San Diego?

The answers are: A) 96-miles. B) 205-miles. C) 287-miles. D) 374-miles. E) 389-miles. And F) 455-miles.

Now going south is easy, because that's the direction most of us sail frequently. What about heading north?

How far is it from San Francisco to A) Eureka? B) Coos Bay, Oregon? C) Newport, Oregon? D) Astoria, Oregon? E) Portland, Cement? F) Cape Flattery, Washington?

The correct answers, as judged by the U.S. Coast Guard, are A) 232-miles. B) 396-miles. C) 459-miles. D) 567-miles. E) 652-miles. And F) 683-miles.

Kinda tough, eh? Well, we want you to read on with a smile and feeling well about yourself, so we'll conclude with one final easy question. Are the cities in the first group to the north of San Francisco, or are the cities in the second group? Refer to a map for the correct answer

## special events

It's that time of year when regular racing gets put aside for a month and various special events are held. The main attractions are the Midget Ocean Racing Association's (MORA) long distance race to San Diego, Metropolitan YC's race to Catalina, Island YC's Silver Eagle Long Distance race, and San Francisco YC's Midnight Moonlight Maritime Marathon.

### MORA Long Distance

More than two dozen MORA boats (under 31 feet) are expected for the trip south to San Diego. Those sailing lightweight flyers hope there will be more wind this year than last, when a relatively heavy boat, Barry Bevan's Ericson 27 *Good Times*, took overall honors. The race starts July 2nd at



Caliente.

11:00 a.m. off San Francisco's Baker Beach. The course is any route to the finish off Pt. Loma, 470 miles south. San Francisco YC is starting the race, and the San Diego YC will host the finishers at the other end.

The entry list, so far, includes: *Pipe Dream*, Olson 30, John Shelton, Aptos; *Dirty Thirty*, Olson 30, Ron Gross, Santa Cruz; *Saint Anne*, Olson 30, Dick Heckman, Castro Valley; *Caliente*, Sonoma 30, Jim Gannon & Chris

cont'd on next sightings page



## transpac

With so many men heading off into the blue Pacific on the Ballena Bay YC's Kauai TransPac July 4th, we felt it only right that we run this photograph. Perhaps it will alleviate the cloud of loneliness that hovers over their heads, maybe making their difficult lives sailing in the tropics a little more bearable. (For those of you just sitting at home, you're

## study the

Fall Quarter at the College of Alameda begins on September 13. For enrollment information call the college at (415) 522-7221. Early registration, before the beginning of class sessions, is advised. The College of Alameda is located at 555 Atlantic Avenue in Alameda where these evening courses are taught by Peter Jowise and Bob Sikora.

For beginning navigators: Coastal Piloting — Monday and Wednesday, 7:00-9:30 p.m. or Tuesday and Thursday, 5:00-7:30



## special events - cont'd

Corlett, Petaluma; *Friday*, Express 27, John Liebenberg, Livermore; *Pandemonium*, Thunderbird, Bruce Cameron, San Diego; *Apple Pie*, Thunderbird, Austin O'Brien, Fremont; *Critical Mass*, 1/4 Tonner, John Dukat, Oakland; *Wet Willie*, Santana 525, Bruce Barry et al, San Ramon; *Wet Spot*, Moore 24, Michael O'Callaghan, San Francisco; *Half Fast*, Merit 25, Robert Landman, Oakland; *Concubine*, Ericson 30 plus, Everette Lester, Walnut Creek; *Flying Cloud*, C&C 30, Roger Shortz, Pinole; *Harry*, Newport 30 II, Dick Aronoff, Ballena Bay; *Pagan Baby*, Santana 22, Scott Owens, Oakland; *Espresso*, Santana 22, Dave Hankel, Alameda; and *Flexible Flyer*, Choate 27.

## Metro to Catalina

The Metropolitan YC's race to Catalina starts on July 5th and appeals to slightly bigger boats. Some consider it an affordable alternative to going on TransPac. Besides racing, there is a heavy emphasis on partying and enjoying the trip down. The affair starts at 3 p.m. on July 4th with a barbeque at the Metropolitan YC in Oakland. There will be live music, oyster bar and the like. After everyone sleeps off the party, the race itself commences at 2:00 p.m. the next day at the mouth of the Oakland Estuary. From there it's 380 miles to the finish off Descondo Beach on Catalina Island. There will be a post race dinner there on July 9th.

The fleet had 16 boats signed up at one point, but one, the Santana 35 *Picaron* broke her mast. *Kiana*, a Bodega 30, also will not be going — the owner had to go to the Falkland Islands! Boats that are scheduled to participate include: *Oaxaca*, Santa Cruz 50, Larry Burgin, Santa Cruz; *Preeminent Pelican*, Lancer 44, Don Abbott, Alameda; *Axel-Heyst*, Custom 50, Harold Nelson, Alameda; *Champagne*, Morgan 382, Daniel Goddard,



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## special

not supposed to look.)

We know this looks like some kind of on-board "wife-for-a-night" hanky-panky dirty picture, but things are never as they appear. It's actually just a traditional present for Grady — he's the person on the left — during his bachelor party held on *Zamazaan*.

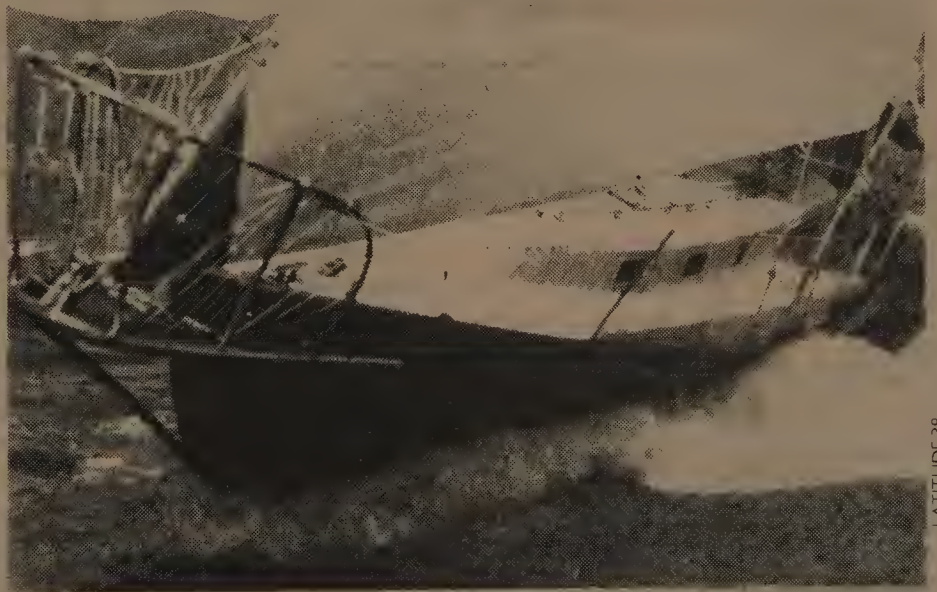
## heavenly bodies above

p.m.

For those ready to begin celestial navigation: Celestial Navigation I — Monday, 7:00-10:00 p.m. or Tuesday, 7:30-10:30 p.m.

For sailors desiring to build boat handling skills and cruising knowledge with some hands-on practice: Seamanship — Wednesday, 7:00-10:00 p.m.

For cruising sailors needing weather expertise: Weather for Mariners — Thursday, 7:30-10:30 p.m.



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Severn.

Sausalito; *Capital Gains*, Santana 35, Dick Wilson, Modesto; *Cohesion*, CF-37, Douglas Moorhouse, Belvedere; *Coyote*, Wylie 34, Nick Cluznick, Palo Alto; *Dealers Choice*, Islander/Peterson 40, Don Wilson, Orinda; *Gaelic*, Islander 36, William Ormond, Hayward; *Gypsy*, Islander 36, Gary Dahl, Los Gatos; *Scraper*, Islander 36, Ron Jaffray, Hayward; *Take Five*, Santana 35, Fred Doster, Concord; *Pacific Eagle*, Custom 45, Mike O'Donnell, Hayward; and *Severn*, Annapolis 44, Ryle Radke, San Francisco.

## Midnight Moonlight

The Midnight Moonlight Maritime Marathon is a unique contest which starts at 1600 hours on July 10th. The fleet starts on a reverse handicap

cont'd on next sightings page



# SIGHTINGS

## special events - cont'd

order, meaning the smaller boats go first and the larger boats have to catch them by the finish. The course is 36-mile round trip from Raccoon Straits to the Vallejo Bridge and back, meaning you finish in the middle of the night.

There are some special requirements for the race. All entries must carry running lights. Last year, Jeff Madrigali was first home in a Moore 24, but was successfully protested by Ron Stout, whose Yamaha 24 *Confusion* then took the victory. Also, since much of the race follows the shipping lanes, extra caution is required to not interfere with commercial traffic. Entry deadlines for the race is July 2nd. Call Jack Air at 331-2791 for more information.

### Silver Eagle

The Silver Eagle Long Distance race is another race with considerable night time sailing. The 86-miler starts at 10:00 a.m. on July 17th off the St. Francis YC, darts out the Golden Gate to Pt. Bonita, comes back into the



Last year's Silver Eagle.

Bay and heads south almost to the San Mateo Bridge, then goes north to the ship docks opposite Vallejo in the Carquinez Straits, and finally finishes off the St. Francis. The race committee expects the first boats home around 1:00 or 2:00 a.m. on Sunday morning, but will stay on station until 3:00 p.m. to make sure everyone gets in.

This popular contest, which draws between 80 and 100 entries, is open to any yacht with a PHRF rating. A one design fleet is possible with 10 or more of the same class. The overall winner gets the handsome marble and wood Silver Eagle trophy. You can get more information by calling Dennis Gruidl at 523-5824.

Have yourself a good July and do something special.

## east - west

East is east, west is west, and never the sailing twain shall meet unless some sailing magazines become truly bi-coastal. As merely the latest in the seemingly unending examples of the misconceptions Far East magazines have about the west coast, *Yacht Racing/Cruising* described the tragic Doublehanded Farallones Race course as a "60-mile jaunt around the near-tropical Farallon Islands . . .".

If the blazer and red trouser folks can call the Farallones near-tropical, they don't know them or are a much heartier breed than we'd realized.

## sunfish

The waters off Coyote Point will be teeming this summer as over 100 participants will compete in the 13th Sunfish World Championships from August 8 to 13. This is the second time the event has been held in the U.S. and the first time on the west coast.

The 13'10" cat-rigged Sunfish is essentially a beach boat that has enjoyed highly competitive racing. The current world champ is Dave Chapin of Springfield, Illinois, who also happens to be one of the best young

## lost and

Did anyone lose a spinnaker overboard, sail number 94, in a Baxter & Cicero Sailmakers bag on June 6 between Yerba Buena and the Oakland Estuary? Art Shaw says he found the above item, and he's waiting for the owner to call and identify the

## hypothermia

The U.S. Yacht Racing Union (USYRU) is now offering a waterproof card with information about hypothermia and how to deal with its chilling effects at sea. It's designed to be a handy onboard reference with facts about hypothermia (when the body's core temperature drops to life-threatening levels), first aid procedures, and cautions against, possibly dangerous — even fatal — rewarm-

## sailing is

At least that's what some folks were saying as we sat anchored on our boat up in the Delta. But then we looked over at the boat next to us (see photo on right hand page), a handsome little Cal 21, with what looked like at least five people representing three generations aboard. They were having every bit as much fun as we were, and their sailing just wasn't costing that much at all.

A good little boat like that might cost \$4,000 or \$5,000 — and just a half or a third of that if you take on partners. A monthly payment which would come to just about the amount you spend on junk food to ruin your health.

Like this family, you can sail the Delta, for weeks or weekends if you wish. Or you can bring the boat down to the bay and with your friends explore all the good little anchorages



## worlds

sailors in the U.S. these days. He'll be defending his title against qualified winners of regional and national championships from approximately 21 countries.

The regatta should be a colorful, well-raced affair. Host Coyote Point YC encourages spectators to check it out. Exline Brown (415/941-4200) is the race chairman and Zelma Kibler (408/734-1121) is the secretary.

## found

sail by color. You can reach Art at (408) 988-2801 ext 5280 during the day, or at (415) 521-1087 at his home. He says the only reward he wants is a replacement for the collapsible boat hook he bent pulling the spinnaker bag out of the Bay!

## card

ing practices. The card is a joint effort by members of the USYRU and leading medical and scientific experts.

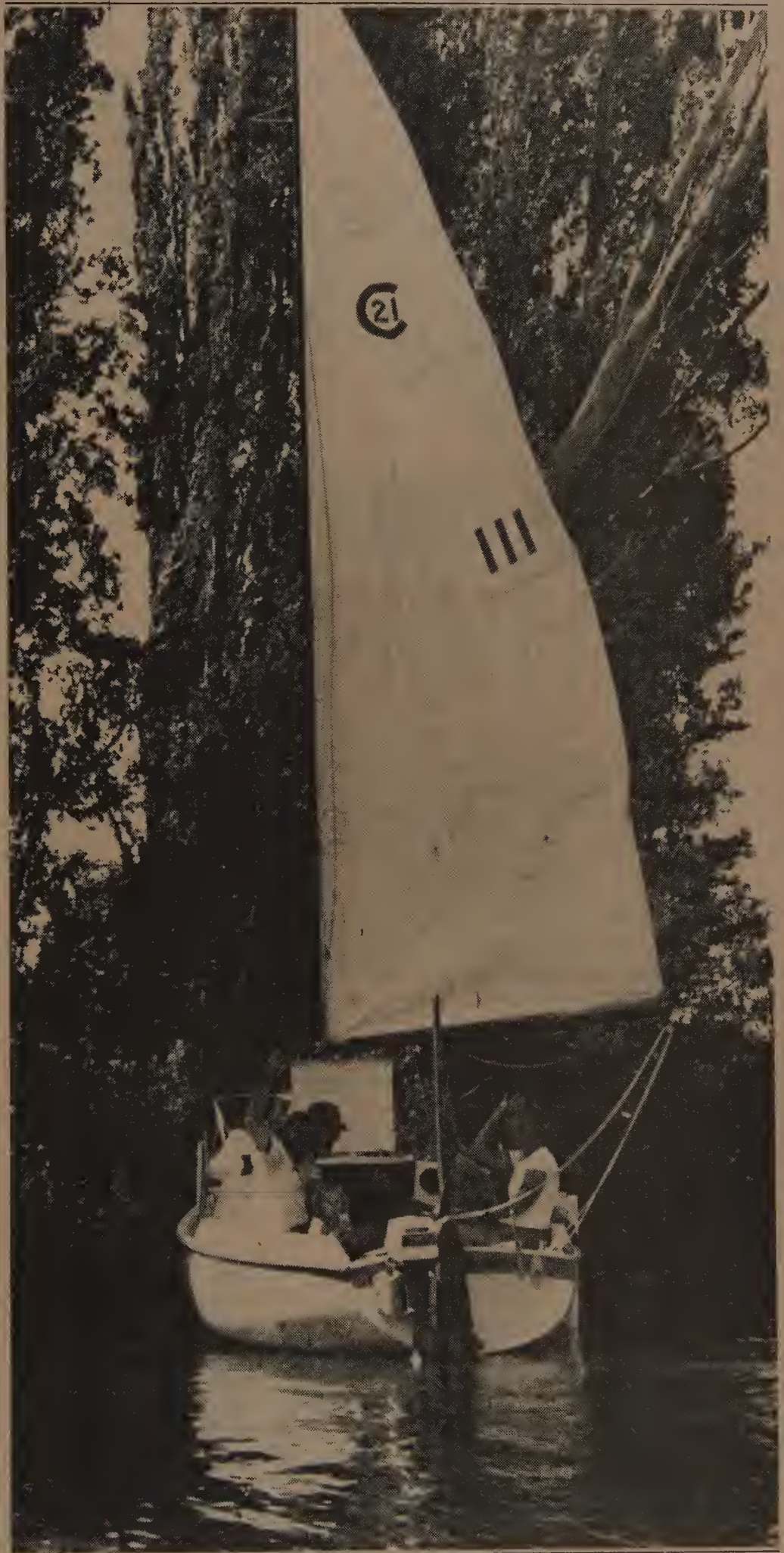
You can get one by sending \$3.00 (\$2.00 for USYRU members) to USYRU, Box 209, Newport, R.I. 02840. If you want to order in bulk, 10 to 49 cards cost only \$1.00 each; 50 or more cost only \$.75 a piece.

## so expensive

like off Paradise Park, Angel Island, McNear's Beach, the Sausalito waterfront, Belvedere Cove, and any number of other places. Or you can just sail alone and get away from modern life.

Experienced sailors take good little boats up to Drake's Bay, and down to Half Moon Bay and farther. Folks with a bit of daring have even singlehanded Cal 20's to Hawaii. Of course the best place you can go is wherever the hell you want.

Sure, new boats with all the latest gear cost a ton of money, and are great if you have it. But if you don't, there's no reason to be denied, because you don't need the biggest, the newest, and most expensive. All you need is a hull that floats, a sail that will move, and a little time. After that, everything else is just gravy.



LATITUDE 38



# SIGHTINGS

## things to do

Here's some ideas for things to do this summer.

### *Sailing Lessons*

For one, you can learn to sail on the Lafayette Reservoir with the Briones Sailing Club in cooperation with East Bay MUD. The 15 hours of instruction is spent mostly on the water in either Laser or Topper Dinghies. The classes run through the end of August, and you must be 13 years or older and have a valid swimming certificate. Cost is \$45. For more information or to obtain an application, call Jo Ann at 934-5744, or Olaf at 939-5123.

### *Sea Camp*

For the kids, you can send them to Sea Camp '82, a two week long day camp for marine environment education. Kids 8 to 12 explore tide pools, salt marshes, old schooners, a water quality lab, the Maritime Museum and other Bay area facilities. Sessions run from July 12-23, July 26-August 6 and August 9-20. Cost is \$175 per session. Call 441-5970 or write Sea Camps, Oceanic Society, Building E, Fort Mason, Ca. 94123.

### *Build Your Own*

How about building your own boat? The Oceanic Society has set up the San Francisco Small Craft Owner/Builder Center at Fort Mason. The center provides low cost materials, professional instruction and a well managed building space (see photo at right). Many beginners choose to construct a 13-foot Mirror dinghy, a popular English wooden boat. Inexperienced students can complete the job in three months! Ken Susman and Jon Lopez are the co-instructors, and you can reach them at 567-2205.

### *Or Baja Bash*

If none of that appeals to you, then how about an eight day voyage to Baja, California, to learn sailboat handling, piloting, navigation and study the teeming sea and bird life found in the waters and along the shores of Baja. Two trips, from August 7-15 and September 4-12, are planned aboard 44-foot and 47-foot sailboats.

The voyage will start in San Diego and extend 160 miles south to Isla San Martin and Bahia San Quintin. A Coast Guard licensed skipper and marine biologist will be along for both trips. It's sponsored by the L.A. Oceanic Society. You can reach them at LAOS, 1010-B Pacific St., Santa Monica, Ca. 90406, or call (213) 987-3293.

## northwest classic

The annual Swiftsure Classic Yacht Race has a reputation similar to that of the Ano Nuevo Race—it conjures up visions of gear-busting, crashing and



RUBEN FUENTES

cont'd on next sightings page

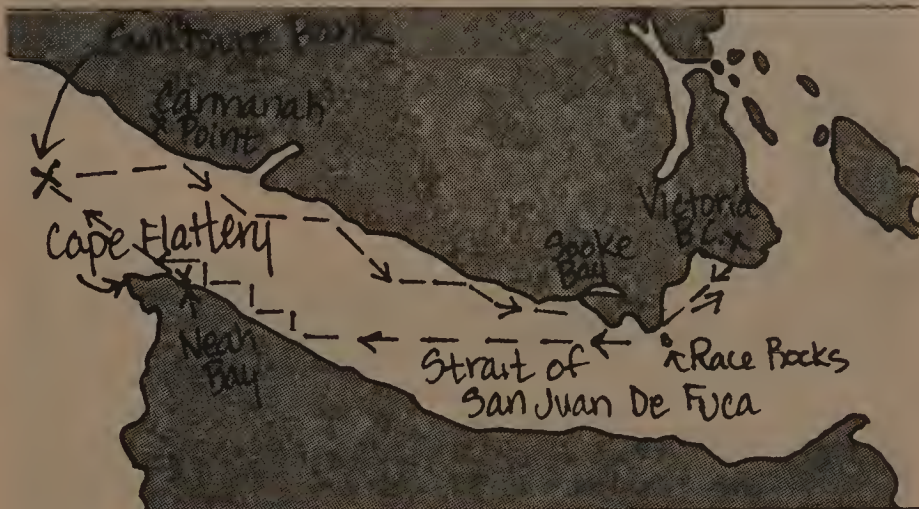




## northwest classic - cont'd

banging to weather, wild spinnaker thrills on the way to the finish. But the truth is, it can just as easily be a drifter.

And so it goes with yacht racing—you pay your money, and you take your chances. Stew Kett, owner of the Santa Cruz 50 *Octavia*, paid his money this year, and his crew, most from Santa Cruz, blended in a little blood, sweat and tears, and came home with the City of Victoria Trophy for



first-to-finish.

The Swiftsure, hosted by the Royal Victoria Yacht Club, is raced on our Memorial Day weekend. It is the highlight of the Pacific Northwest's racing season, and apparently also a boon to the merchants of Victoria, who obviously enjoy the crowds. In fact, the reception from average citizens outperforms any efforts of the hosting yacht club.

*Octavia* was put on a trailer in Sausalito for the trip to Seattle less than two weeks before the start of Swiftsure. This entailed a lot of boat un-building, followed in Seattle by a comparable amount of boat re-building. Most of the boatyards and marinas in Seattle are on the inland Lakes Union and Washington, which affords the first-timer a unique experience—going through three bridges and one set of locks just to get to Puget Sound, where the real sailing goes on.

We arrived in Victoria, at the south-east end of Vancouver Island, British Columbia, barely two days before the starting gun. Many of the race yachts arrive only the day before—the trip from Seattle to Victoria is about like Santa Cruz to Half Moon Bay, in terms of distance. But the scene on Friday night is comparable only to the mayhem on New Year's Eve in Hobart, Tasmania, after the Sydney-Hobart Race: dozens of boats rafted in front of the imposing Empress Hotel, forming the bridge to dozens of other boats. And everybody wants to celebrate something. Some of our crew retired to a hotel several blocks away to avoid the noise; from my room in the Empress, I detected unabated yahooping and bottle-smashing at 3:00 a.m. race morning. Now, perhaps you can imagine the effects of all-night partying on the ability of racing crews to break up a huge raft at 7:30 on race morning.

*Octavia* made it out with planning, persistence, and liberal application of the big-boat rule and diesel horsepower. With no opportunity to sail together or tune the rig before the race, we wanted a bit of extra time before going racing. This time worked in our favor, as well as the committee's postponement in order to clear the line of excess spectators, in allowing tactician Danny Miles, and point-man Bobbo Larson, to accurately sight the line. As a result, we were several lengths ahead of the boats caught in the mid-line sag, so typical on a long line.

The first few hours of racing involved jockeying through and around the few big boats with us: *Lightning* and *Whistle Wing*, both familiar sights on the Bay in past years, the Santa Cruz 50's *Scotch Mist*, on her way to Lahaina,

cont'd on next sightings page



# SIGHTINGS

## swiftsure - cont'd

and *Incantation*, out of Vancouver, B.C. and John Buchan's 54-foot Chance-designed *Glory*, which you may remember from the last Big Boat Series. The rest of the fleet spread out behind. The first miles to, through and



Octavia crossing the line first.

beyond infamous Race Passage were frustrating at best, as the wind insisted on doing 360's, and foredeck crews got a good breaking-in. We alternately carried a jib top, 3/4 oz. chute, and light #1 while battling *Glory* across to the favored Washington shore.

The race course takes you from Victoria, on the Canadian side of the Strait of Juan de Fuca, out past Cape Flattery to a mark boat on Swiftsure Bank, and back to Victoria. We were fortunate enough to have picked up copies of several current boating magazines which kindly gave complete run-downs of just how it is you go about winning Swiftsure—all liberally dosed with the disclaimer that "this is how it usually is, but then I've been wrong 50% of the time."

The forecast small-craft-warning westerly failed to appear until late in the day, and then never blowing over 18 true—much of the morning and afternoon were sailed in a light south-easterly, despite the weather-man's earlier promise of "no easterly". Well, ya gotta sail in what ya got, so we did.

The Strait of Juan de Fuca has an interesting tidal current situation: with one very high high, one rather low high, and two lows per day, the ebb barely ever stops. Most of our thirty-hour race was sailed in an ebb current, which supposedly flows stronger on the Washington shore. Likewise, the ebb is weaker on the Canadian side; hence the tradition of sailing out of the U.S. shore, and back on the Canadian. The usual assortment of holes, lifts and headers, back-eddies and current lines serve to make it a truly interesting, and potentially frustrating race. For example, we were admonished to stay well away from Neah Bay, just inside the Strait from Cape Flattery; however, correctly playing the southwesterly there reaped huge benefits. It was there that the first three boats to finish met, and then parted company in their search for the mark boat.

Yes, there was fog. But not enough to make much trouble. Just when it threatened to totally engulf the boat, sending the navigator (yours truly) below to check what might be his last bearings, the fog would clear. By the time we reached the Canadian Navy ship anchored on Swiftsure Bank, we could see fairly clearly a light fifteen-miles away on the Vancouver Island shore, as well as Cape Flattery. Fifty zillion strobe lights from fishing nets added to the confusion of sudden wind shifts, and it was truly a relief to be around the mark, fifteen minutes behind *Glory* (who, by the way, was first-

cont'd on next sightings page



## traditionally

Here we've got Chris Corlett making contact with the chilly and not-all-that-clean water of the Long Beach Marina. As is traditional, Chris was chucked in after driving Monroe Wingate's *Scarlett O'Hara* to Class C honors at Long Beach Race Week.

As time passes along some of the older

## dreyfus

Tom Dreyfus's \$5 million dollar lawsuit against the U.S. Yacht Racing Union (USYRU) over the removal of his boat, *Louisiana Crude*, from the 1981 SORC has been dismissed by a U.S. District Judge. Dreyfus had filed the suit several months after the USYRU declared that *Louisiana Crude*, fleet winner of the SORC, did not have a valid measurement certificate. Judge Robert F. Collins threw the case out of court after Dreyfus failed to comply with discovery



## swiftsure - cont'd

to-finish last year).

Besides fog and tidal current, there are also trees to deal with. Not just kelp, grass and bits of bark, but whole bloody trees, waterlogged and floating just near the surface. The crew's reaction to the first one we hit was an immediate conviction that the rig had come down. But it was merely a tree with a fresh daub of Micron 22 bottom paint on it.

By somewhere near to dawn, which comes mighty early up there, we were having definite trouble determining which of the hundreds of running lights visible might be our immediate competition, *Glory*. It wasn't so hard to figure out when a red light crossed our bow, turned white, and then green. They had crossed our bow and jibed, and the horse race was on. Somewhere during one of my two hours of sleep, *Glory* sailed into a hole, we jibed out, and passed them. The next twelve hours consisted primarily of jibe to cover, jibe to cover, jibe to cover.

The interest and enthusiasm of the locals for information on the progress of the race is truly remarkable. Can you imagine half-hourly reports, from airplane and boat, on AM radio, for something like, say, the Cal-Coastal? We had a marvelous time listening for the reporters to tell us what was happening behind us—we knew we were in front, but they didn't for the longest time. When the spotter plane finally found us, they still wouldn't say which boat was in front of the other. The radio station, CFAX, even had people calling in reports from shore, but no one ever saw both *Octavia* and *Glory* at the same time.

The ride through Race Passage (the second time) was the best of the whole race. Race Rocks is the only turning point besides the Swiftsure mark, and the passage between rocks and shore cuts time and distance, while increasing the gray-hair population on owners' heads. A strong ebb was running when we went through around noon Sunday, but we flew by the shore under spinaker, going the fastest we would in 136 miles.

Our lead on *Glory* at Race Rocks was deceptive. The filling westerly let them nearly catch us, but we squeaked across the finish line inside the Victoria harbor breakwater mere yards—but 7½ minutes—ahead. Only fifteen minutes behind *Glory* was handicap winner *Pachena*, a locally-favored Peterson 41.

The thrill of victory was inexcusably diminished by the race committee, who interpreted our flying of the yacht ensign—as one should in foreign waters—as indication of withdrawal from the race. While the matter was resolved in *Octavia*'s favor—you can't be disqualified for flying unauthorized flags without being notified, and we weren't notified of the infringement until after we were no longer racing—the incident caused the greatest disappointment a winning crew can receive: no gun!!!

But the spectators on the breakwater and docks knew who was first, and so did the crew of *Glory*, who graciously gave us a well-appreciated cheer at the inspection dock. Another minor disappointment was discovered back at the dock in front of the Empress—because of British Columbia's liquor laws, it was impossible to buy Champagne on Sunday. But Empress' room service took care of that.

After all the ups and downs of the race, and hashing over by the press, the nicest comment came in the June 1st Victoria *Times-Colonist*, in an obscure gossip column: "The crew of *Octavia* have a table for 10 at Pagliacci's. Someone asks how they did. A we're-number-one sign is flashed." And so ended a Swiftsure weekend, in which the out-of-towners blew into town and blew away the locals.

*Octavia*'s crew included owner Stew Kett, Santana Cruz Yacht Club, Fred Sampson, navigator, Bobbo and Janie Larson, Danny Miles, Terry Drew, Larry Burgin, Craig Rowell, Neil Gillen, all from the Santa Cruz area, and Ty Haller, Vancouver, B.C.

— fred sampson



LATITUDE 38

## splashing

sailing traditions fade into disuse, and that's too bad because they added a lot of color to the sport. If you'd like to help restore this traditions, why not begin by throwing in the skipper next time you're on a winning boat? It's all good fun, particularly if you let him — or her — take her shoes and wallet off first.

## dismissed

orders. What that means is that when the defense lawyers for USYRU sent Dreyfus's lawyers a list of questions they needed answered to prepare the case, nothing happened. The judge granted the dismissal with prejudice, which means Dreyfus can appeal. However, even if he complies with the discovery orders now, the case can't proceed as if nothing happened and Dreyfus would have to start over again.



# SIGHTINGS

## stone cup

"This has to be the best local IOR fleet in the world!" was one of the post race comments heard most frequently after the conclusion of this year's Stone Cup. Held June 19-20 off the St. Francis YC, this annual IOR gathering drew 35 boats in five divisions. At least a dozen of the group would be serious contenders on any starting line of the planet, and the remainder provided good stiff competition to keep them honest.

Heading the list was the brand new *Bullfrog*, Dave Fenix's big green machine, fresh from her out-of-the-box victory at Long Beach Race Week. At 55-ft., *Bullfrog* was the biggest boat on the course. When able to shake herself free from the pack, such as in Sunday's final race of the three heat series, she literally won by a mile. Clay Bernard's Davidson 50 *Great Fun* finished 6½ minutes later!

Even with her tremendous speed potential, *Bullfrog* had her hands full, with *Great Fun* and Irv Loube's Frers 45 *Bravura* close behind. Dee Smith steered as *Bravura* won the final race on corrected time, and with two 3rd place finishes was able to come in second for the weekend. *Great Fun* won the opener, followed by a fourth and a third to take 3rd overall. It should be remembered that a mere ten months ago *Great Fun* was a runaway winner at the Big Boat Series. Many people wondered if anyone would ever be able to beat her. *Bravura* and *Bullfrog* have answered that question quite summarily.

Another big winner at last year's Big Boat Series which had a rude awakening at the Stone Cup was Bill Clute's Peterson 48 *Annabelle Lee*. Lack of practice may have been part of the reason they could do no better than 4th in the final placings. Behind them came *Pegasus*, Fenix's old Holland 45, which was ably steered by Don Jesberg. Renamed *Toad* for the series, *Pegasus* sported a new keel and showed some good speed.

Boat-for-boat, the toughest fleet was probably in Class B, with IOR ratings from 31.5 to 33.9. Winning the last race by a mere nine seconds on corrected time, Jaren Leet's Peterson 41 *Irrational* squeaked by Monroe Wingate's Serendipity 43 *Scarlett O'Hara*. Third was Roger Hall's Serendipity 43 *Wings* and Bob Klein/Sten Reisch's Peterson 40 *Leading Lady* ended up 4th.

"We were chasing *Scarlett* the whole weekend, or they were chasing us," said the beaming Leet afterwards. "If either of us made a mistake, *Wings* was ready to jump in there, and then there was Bob Klein, who'll clobber you if you mess up". It's taken Leet 18 months to really get *Irrational* in gear, and the Stone Cup was their final local tune up before going to Hawaii for the Clipper Cup. Don Kohlman and helmsman John Bertrand head the *Irrational* talent list and look tough for the Hawaii regatta. *Scarlett O'Hara*, driven by Chris Corlett, will also be there.

Things were no less fierce in Class C, where Lee Tompkins' Peterson 39 *Salt Shaker* and Myron Erickson's C&C 40 *Impetuous* traded 1st and 2nd place in all three races. *Salt Shaker* won twice, but had to survive a protest in the last race to win. *Impetuous* claimed *Salt Shaker* had infringed their rights at the starting line, but the protest committee ruled against them. Third place went to Len Delmas' venerable C&C 41 *Another Girl* (referred to by a competitor as the "ULBD" — Uncle Len's Dumb Boat).

This has been a good spring for *Salt Shaker*, which is new to the bay. Built in England by Jeremy Rogers, she sailed for the Irish Admiral's Cup team in 1979 and the Swiss team in 1981, finishing in the middle of the fleet both times. Her present owner, Lee Tompkins, had owned two cruising boats before. He started racing his Cheoy Lee 41, liked the competition and figured he might as well get a bonafide racing boat. "I was spending the same amount of money anyway," he says.

Last fall, Tompkins and several others, including boat dealer Paul Kaplan, chartered the Santa Cruz 50 *Hana Ho* for the Big Boat Series. "We got our feet wet with that experience," says Lee, "and we really enjoyed it." Lee told

## stone cup



LATITUDE 38/SVC





## sampler



Scene from the St. Francis YC's Stone Cup. Top, the winning crew — minus Gary Mull and Steve Toschi — from *Canadian Robin*.

At left, Roger 'Afro' Hall of Wings.

Below, *Bravura* on a tight spinnaker reach.



LATITUDE 38/SVC

## stone cup - cont'd

Paul to find him a boat, which he did with the help of surveyor Jim Jessie. Those three shared helm duties as *Salt Shaker* took a 6th in this spring's Danforth Series, right behind all the hot boats. They continued their progress with the Stone Cup victory and they hope to carry it on through to the 1982 Big Boat Series. *Salt Shaker* is also one of the most sexually integrated IOR boats on the Bay. They have four women crewmembers, three of whom are regulars on the ten person roster.

Class D had an equally excellent battle between the top two boats, Paul Bergamaschi's Hood One Tonner *Canadian Robin* and Andy McCafferty/S. Colen's Peterson 34 *Wind Warrior*. Led by loquacious helmsman Gary Mull (who also designed the new keel for the boat), *Canadian Robin* took the title and easily qualified as having the most boisterous crew onshore. They had plenty to celebrate; last year they finished fourth in the Stone Cup. After receiving the trophy, owner Bergamaschi stopped to acknowledge Tom Eden, who had helped put together the nucleus of *Robin*'s crew last year, but who was too busy campaigning his *Santana* to sail with them this year.

*Robin*'s crew was impressed with *Wind Warrior*. They commented that something was different about *Warrior* this year, and it was making quite a difference. *Warrior*'s McCafferty said their crew work had improved over last year. He also admitted they had moved the rig back in the boat in order to flatten the sails a bit and still get some weather helm. McCafferty feels they made a serious tactical blunder in the last race of the series, which was staying out in the flood tide too long after jumping off to a great start. "We had to play catch up the rest of the afternoon," he said.

**CLASS A:** 1.) *Bullfrog*, T. David Fenix, StFYC, 2,1,2 — 4 $\frac{3}{4}$  pts.; 2.) *Bravura*, Irb Loube, StFYC, 3,3,1 — 6 $\frac{3}{4}$  pts.; 3.) *Great Fun*, Clay Bernard, StFYC, 1,4,3 — 7 $\frac{3}{4}$  pts.; 4.) *Annabelle Lee*, Bill Clute, 5,2,5 — 12 pts.; 5.) *Pegasus (Toad)*, Don Jesberg, SFYC, 4,5,4 — 13 pts.; 6. *Immonette*, Dick Cottrel, StFYC, 6,6,6 — 18 pts.; 7. *Zamazaan*, Larry Stewart, Saus. YC, DF,7,7 — 23 pts.; 8.) *Sanguind*, Jerald Jensen, Met. YC, 7,8,8 — 23 pts..

**CLASS B:** 1.) *Irrational*, Jaren Leet, StFYC, 1,2,1 — 3 $\frac{1}{2}$  pts.; 2.) *Scarlett O'Hara*, Monroe Wingate, MetYC, 3,1,2 — 5 $\frac{3}{4}$  pts.; 3.) *Wings*, Roger Hall, StFYC, 2,3,4 — 9 pts.; 4.) *Leading Lady*, Bob Klein/Stain Reisch, RYC, 5,4,6 — 15 pts.; 5.) *Damn Near*, Bert Damner/A. Mitchell, SFYC, 4,8,5 — 17 pts.; 6.) *Confrontation*, David Fladlien, SFYC, DQ,6,3 — 18 pts.; 7.) *Monique*, Chris Gasparich, StFYC, 6,7,8 — 21 pts.; 8.) *Zingara*, Zingara Racing Ltd., StFYC, SQ,5,7 — 21 pts.

**CLASS C:** 1.) *Salt Shaker*, Lee Tompkins, Oakland YC, 1,2,1 — 3 $\frac{1}{2}$  pts.; 2.) *Impetuous*, Myron Erickson, RYC, 2,1,2 — 4 $\frac{3}{4}$  pts.; 3.) *Another Girl*, Len Delmas, StFYC, 5,3,3 — 11 pts.; 4.) *Audacious*, Jim Armstrong, StFYC, 3,6,6 — 15 pts.; 5.) *Quadri*, G. Giananadrea, Tib.YC, 6,7,4 — 17 pts.; 6.) *Entertainer*, Dick McSorley, StFYC, 4,5,DF — 18 pts.; 7.) *Kindred Spirit*, John Tysell, RYC, DF,4,5 — 18 pts.; 8.) *Troublemaker*, Cliff Wilson, CorinthianYC, 7,DF,7 — 23 pts.

**CLASS D:** 1.) *Canadian Robin*, Paul Bergamaschi, StFYC, 2,2,1 — 4 $\frac{3}{4}$  pts.; 2.) *Wind Warrior*, J. McCafferty/S. Colen, CPYC, 1,3,3 — 6 $\frac{3}{4}$  pts.; 3.) *Echo*, Geo Kiskadden, RYC, 3,5,2 — 10 pts.; 4.) *Gadzooks*, Bill Irwin, RYC, 5,4,6 — 15 pts.; 5.) *Killer Duck*, Geo Creamer, RYC, 6,6,4 — 16

## reader poll

Was there too much racing in this month's Sightings?

- ☐ Yes, there was too much racing in Sightings.  
☐ Yes, there was too much racing in Sightings.

With what we have reason to believe will be an unanimous response, we pledge to reform by next month.



# L.B. RACE WEEK

Veni, saili, vinci — they came, they sailed, they conquered. That's the one-line summary of what top northern California IOR boats did to their southern California brethren in the third annual Long Beach Race Week. The 4-race series, held early in



Steve Taft and Dave Fenix. At right, two views of Bullfrog.

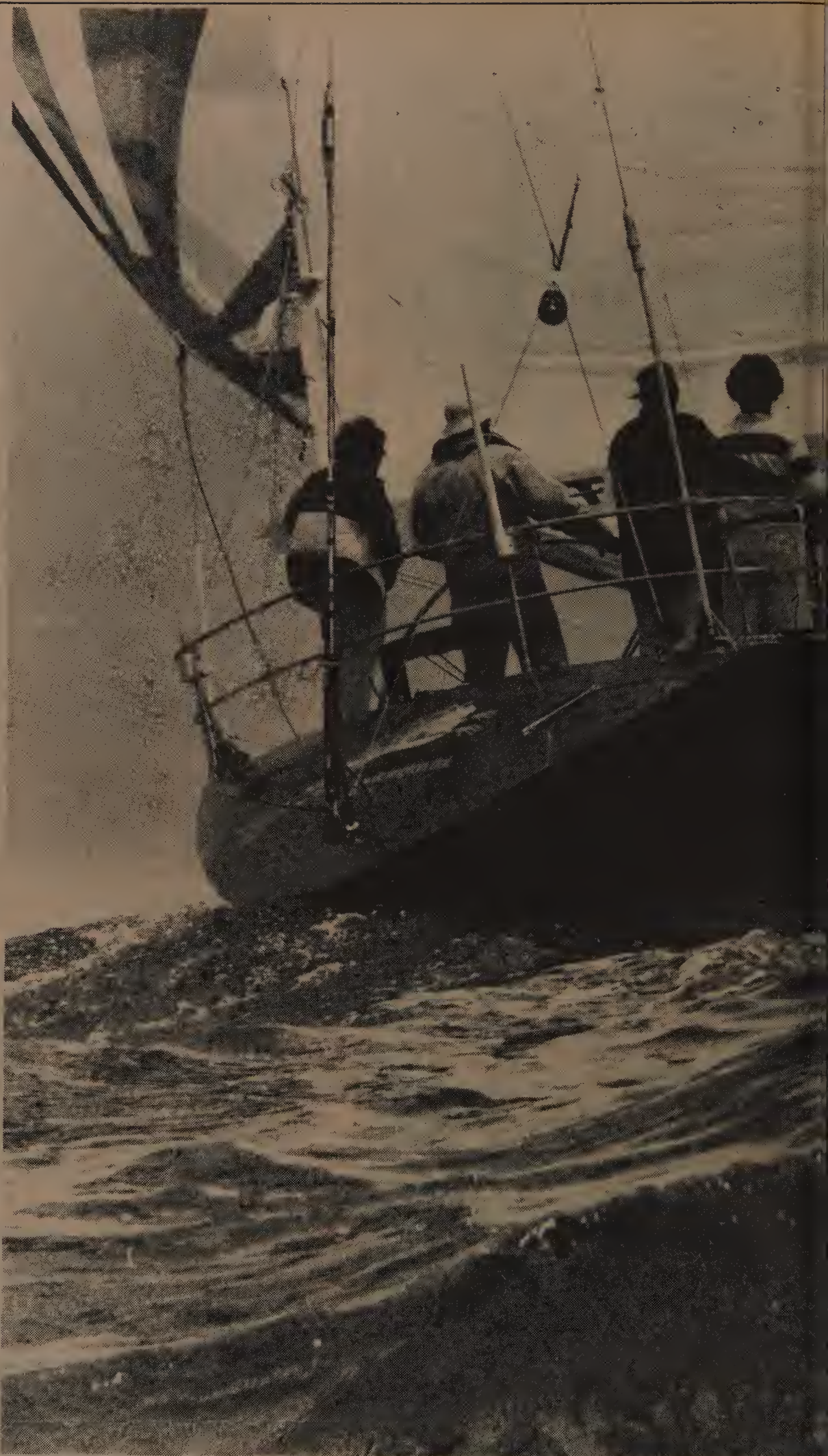
June, is the Southland's answer to the St. Francis Big Boat Series.

The four northern California entries garnered enough bullets to start an insurrection. In Class A Dave Fenix's Peterson 55, *Bullfrog*, marched on six competitors, including last year's winner *Brisa* and two other Choate 48's. Taking three straight 1sts and a 2nd, the spanking new emerald beauty from Belvedere took class honors by a comfortable 6 point margin over *Brisa*.

In Class B Irv Loube's *Bravura* faced a strong fleet of 9 contenders and took bullets in the first and third races. The Oakland attorney's Frers 46 had a strong 3rd in the second race when she couldn't quite make up a 9-minute wrong-side-of-the-course deficit. Despite a sloppily sailed 5th in the final race, her two point class victory over Choate 44 *Illusion* was never in doubt.

In Class C Oakland developer Monroe Wingate's Serendipity 43, *Scarlett O'Hara*, turned in a gaudy performance. Facing ten-tough opponents, including five Serendipity sisterships, she took three straight bullets and then a 2nd. It gave her Class C honors by a luxurious 9.25 points over Lowell North in *Superwitch*, a Yamaha prototype.

The only northern California entry not to earn a bullet was Clay Bernard's Davidson 50, *Great Fun*. One of Bernard's big problems was that he was in Class A with *Bullfrog*. His boat's best performance came in the second race when she finished 2nd by 20 seconds. Her 4th place series finish behind *Bullfrog*, right on the heels of two Choate 48's was creditable when you consider that light air doesn't really agree with her.



Everyone had the same simple explanation for *Bullfrog*'s strong debut: she's a rocket ship right out of the box. As evidence of her raw boatspeed, she was able to show her

transom to the fleet without having been shook down, without having a single practice race under her belt, and with only "so-so" starts. Her obviously jubilant crewmembers offered countless one-line





reviews of the boat: "She's a fast row of seats.", "This dawg was born to hunt.", and "You just sit down and try and hang on.". *Bullfrog* performed equally well in the over 20 knot breeze of the first race as she did in

the lighter air of later races.

For owner Dave Fenix it was an early vindication of his belief that a blistering racing machine need not have a gutted interior. Unwilling to accept the industry standard of a

stripped-out hull, he "made" designer Doug Peterson go along with his gamble of a commodious racer. *Bullfrog's* lean but handsome interior was a far cry from the other IOR performers in Long Beach.



# LONG BEACH

The 55-footer is a complex state-of-the-art boat. Her huge multi-spoked titanium wheel had to be welded in an inert environment and weighs a feathery 9 pounds. Her aft 12 feet, where weight is a horrible liability, weighs a mere 500 pounds. Her rudder just



Chris Corlett with Monroe Wingate. At right, two shots of *Scarlett's* winning form.

70.

*Bullfrog* was named after a lead mine in southwest Missouri that Fenix's grandfather once had controlling interest in. At one time it produced 1/6th of the world's production of lead. If Long Beach Race Week is any indication, her floating namesake might walk off with 1/6th the world's racing silver. She continues with the Stone Cup in June (see Sightings for results), the Clipper Clup in August with Tom Blackaller driving, the St. Francis Big Boat Series in September, and the Mazatlan Race in November. And nothing as droll as a broken mast or boom will prevent her from her appointed rounds; there are backups for both.

As fast as any boat is, it takes a good crew to bring out that potential. This was the *Bullfrog* team at Long Beach: Dave and Julie Fenix, owners; Steve Taft, driver; Tad Lacey, cockpit; Jim Pugh, tactician and mainsheet; Paul Cayard, trimmer; Doug Holm, trimmer; Mark Maymar, foredeck; Em Black, pit; Scott Easom, mast; Kimball Livingston, grinder; Skip Stevely, foredeck; Tony Ghet, navigator; Jock MacLean, grinder; and Alan Johnson, utility man. Making guest appearances were Dennis Durgan, Don Kohlman, Andy McGowan, Chuck Winton, and Ray Pingree.

When asked to explain the cause of northern California's superiority, helmsman Dee Smith of *Bravura* suggested that bay sailing may simply have become more competitive. Constantly improving crews hone that edge, as does the addition of new boats like *Great Fun* last year and *Bullfrog* this





# RACE WEEK

year. Owners of older boats have aggressively kept pace with modifications rather than stand pat as it appears may have happened with Southland boats.

*Bravura* is a good case. In addition to keeping her sail inventory in top order,



there's been plenty of work done to improve an already fast boat. Boat pro Ron Bartkoski supervised the removal of 900 pounds of weight from the hull. The 500 pounds of internal ballast came out easy; the 350 from the stern required 'opening' the once closed transom. The last 50 pounds or so came from the miserable job of grinding down excess fiberglass from around the rudder post. These alterations increased *Bravura's* IOR rating by half of 1/10th of a rating foot, but it's far more than made up in terms of improved performance.

The competitive edge has become so sharp and the IOR rule so stable that that 'tweaking' may continue. There was talk that Bartkoski was hoping to get the go-ahead to remove *Bravura's* deck this winter and do some heavy duty weight reduction there, too.

All we know for sure is that *Bravura's* crew at Race Week included: Irv Loube, owner; Shirley Loube, shore support; Dee Smith, driver; Ron Bartkoski, boat pro; Steve Washburn, tactician; Nick Gibbons, pit; Steve Baumhof, tailer, Mike Smith, English tailor; Leon Daniel, grinder; Gary Walters, grinder, Phil Quartararo, foredeck; and Jim Hammond, mainsheet. Terry Smith, Chris Boome, Gene 'Hatch', and Rick Sprinkler sailed part of the series.

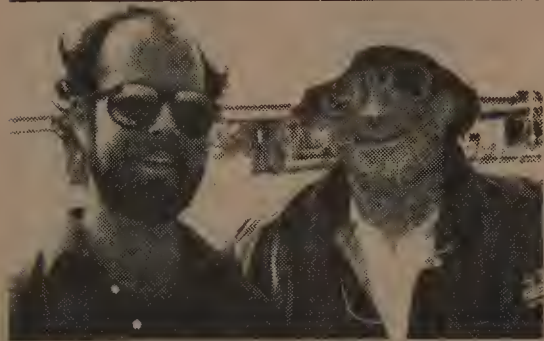
**S**carlett O'Hara, winner of Class C, is another northern California boat whose victory is also attributed in a large part to both top crew and recent modifications. After a disappointing debut in the Southern Ocean Racing Conference last winter, a number of



# LONG BEACH RACE WEEK

alterations were made. According to driver Chris Corlett they "make her so much faster than any other Serendipity 43 around".

After weight reduction, the hull weighs as much as a ton less than some of the other 43's. Because of this she pitches less in chop



Dee Smith with Irv Loube. At right, Dee at Bravura's big wheel.

and could add much more ballast to the keel. Corlett says the modifications cost three seconds a mile in rating, but are good for six seconds a mile in boatspeed. In addition the keel was faired out, and the rudder shape improved — both giving noticeable improvements in boatspeed and pointing ability.

With the Long Beach victory, owner Monroe Wingate is eagerly anticipating Lahaina's Sauza Cup and especially the Clipper Series in Honolulu. His Long Beach crew was a well-oiled, tightly knit group that included: Monroe Wingate, owner; Chris Corlett, driver; Jeff Gardner, navigator/tactician; Greg Paxton, trimmer/relief driver; Chuck Bonavich, hydraulics and main; Jim Donovan, tailer/trimmer; Ron Kell, grinder; Brian Ebert, grinder; Peter Daly, foredeck, Pat Vincent, mast; and Ron Wise, pit and mature calming influence. With the addition of Skip Allan as local knowledge and downwind driver for Clipper Cup, Monroe feels they've got as good a chance as anyone to win.

As pleased as we were by the good showing of local boats, we also appreciated some of the sportsmanship displayed on *Bravura* the day we had a ride. During one long spinnaker run helmsman Dee Smith negotiated a truce with the boat ahead of us, whereby we wouldn't come up forcing both boats to sail way off course. A few minutes after the agreement was struck you could see that the very competitive Dee Smith began to wonder if perhaps enough time hadn't passed for the agreement to expire. "Can we



come up any?" he asked the spinnaker trimmer. "Don't you dare", admonished Loube, "you picked your course and now you're going to live with it."

Then a few minutes later the crew was making some typically disparaging remarks about a boat in front of us, a boat that has never done well in the top events but never gives up. Loube advised his crew that seeing as the other boat was racing too, it deserved as much respect as anyone. Loube doesn't say too much on the course, but what he did sounded pretty good to us. Especially since the increased heat of IOR competition — particularly in international competition —

sometimes seems to distort the basic precepts of sportsmanship.

In other Race Week action, Dave Ullman drove Bill Palmer's *Holland 40*, *Shenandoah* to three bullets and honors in Class D. Second was Ron Melville's Choate 40, *Big Wig*. Bingo, Bert Gardner's Choate 37, took honors in Class D.

The new *Condor*, the revitalized *Windward Passage*, and *Christine* raced in a maxi division. Dick Deaver drove *Condor* to three first place finishes to easily win the class. *Windward Passage* was second.



# PAN AM CLIPPER CUP SERIES



## PICK A WINNER

Both of the yachts pictured above are leading contenders for this year's Pan Am Clipper Cup. Both are Serendipities. "*Scarlett O'Hara*", on the left, is a Serendipity 43 (a Doug Peterson-design that has won more Grand Prix races than any other semi-production yacht). "*Brooke Ann*", on the right, is a Serendipity 41 (a new Nelson/Marek-design which to date has surpassed the Serendipity 43's first years success record).

We don't normally encourage family rivalries but in this case we're proud that the two hottest boats in the Series come from the Serendipity family, so may the best boat win!

### Congratulations

"*Scarlett O'Hara*" (Serendipity 43)  
1st in Class, Long Beach Race Week  
"*Brooke Ann*" (Serendipity 41)  
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SERENDIPITY PRODUCES WINNERS





# PT. BONITA YACHTS



## MOORE 24

UNDOUBTEDLY A CLASSIC.

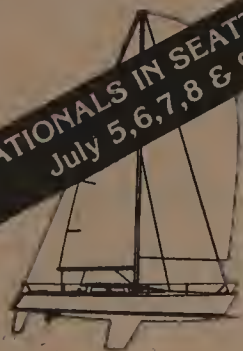
An experienced sailor will marvel at the outstanding performance, while an inexperienced sailor will be struck with the ease of mastering a Moore 24.



## EXPRESS 27

REACHING A NEW PLATEAU in the development of ULDB's. A new and well reasoned approach to high performance that allows you to travel the oceans in comfort at speeds never before possible in a keel boat of this size. Fourteen now sailing on the bay.

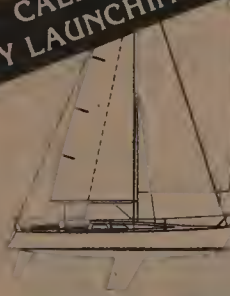
NATIONALS IN SEATTLE:  
July 5, 6, 7, 8 & 9



## OLSON 30

THE BENCHMARK IN RACING today. The exhilaration that accompanies the high speeds accessible in this superb speedster are equal only to that experienced in keeping the boat sailing in nearly non-existent breezes. The Olson 30 team now races one-design on the Bay.

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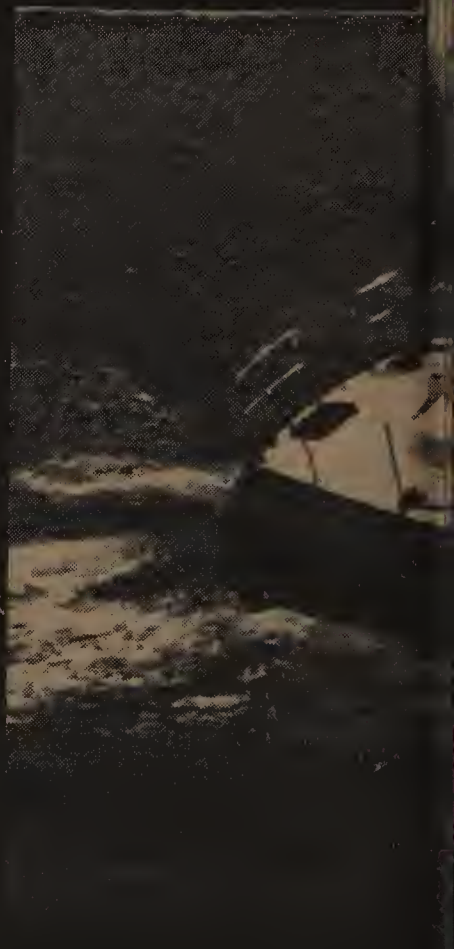
## OLSON 40

ALL SYSTEMS ARE "GO" for the July launching of this new superfast 40' racer/cruiser. Without compromising the classic Olson ULDB performance formula, the 40 does make concessions to "creature comforts" for trans-oceanic sailors. Full information now available.

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# YACHT SALES, INC.



**A BRILLIANT NEW DESIGN** from the prestigious firm of Sparkman & Stephens in collaboration with Bill Stevens has produced the next generation of cruising yachts.

Sparkman & Stephens' long history of success in both highly competitive racing machines and luxury cruising yachts has been combined with the expertise of Stevens Yachts of Annapolis, Inc. gained through 20 years of hard won experience in Caribbean chartering to produce this fine yacht. Her high performance hull and sleek, low profile belie the generous living space below decks. A spacious master cabin aft with private head and ample staterooms forward with head and shower will accommodate three couples in privacy and luxurious comfort, yet is easily cruised by a couple.

## Sparkman & Stephens 47

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# OUT OF MY MIND



Yes, I am ready. Ready for solo circumnavigation, what else? Almost, but I will be when you read this story — first of 12 (I hope!) dedicated to *Nord IV* an Ericson 30+ and her solo circumnavigation.

"It will be a miracle if you will start this year" — said one of my friends, a moderately optimistic guy, a few months ago. "You have nothing — except plans".

But the miracle happened and it was not the very first time in my life. At first Ericson Corporation decided to supply me with one of their famous boats. Because Ericson is no longer building E-27 (my *Nord III* I singlehanded to Japan and back was an E-27) Ericson proposed me E-30+. "Take it" — said Mr. Gene Kohlmann, president of Ericson, "and show how this boat can sail!"

The next miracle was that Ericson team, under the supervision of chief-engineer Charles Newman, built this flying machine in remarkably short time. It is standard E-30+, however some minor changes were made just because of long distance singlehanded plans. For example: bigger water tanks, bigger navigational table (almost a desk!), no interior doors, etc., etc. And as we know — to fit something bigger means that something else must be made smaller . . . Small changes but a lot of work . . .

The third miracle was that I got huge support from many companies, publishers and organizations. North Sails of San Francisco not only decided to sew my huge sail inventory, but also did a great job in a short time despite my constant changes and my wife Krystyna's unique requirements for colors. Self-steering experts from Scanmar Marine

offered excellency of their Monitor vane for the whole circumnavigation, giving me extra days of life. My old friend Davis Instruments — sponsor of *Nord III* adventure, supplied *Nord IV* with broad spect of equipment; from advanced semitransparent mirror sextants through sophisticated blocks to sailors knife. Davis Instruments radar reflector mounted on the top of *Nord IV* mast will guide her safe through fog and darkness of oceans.

Encon Inc. donated two solar panels (hell with generator tyranny!) and Browning Marine — all lights including strobo-flasher — a must for singlehanders. Because of unique understanding of Randy Repass, a president of West Marine Product, *Nord IV* will be supplied with equipment of quantity and quality necessary for such challenging undertaking.

Cal Marine Radio promised help and assistance in all electronic related gear. Nicro-Fico offered hardware (famous shackles and blocks, etc.) like others — in exchange for reports and tests. Help was also offered by such publishers like *Sail*, *Die Yacht* (Germany), *Wokrug Svieta* (USSR), etc. Monthly articles in *Latitude 38* shall pay for food, and they also promise warm Patagonia underwear for me.

Of course, regardless of miracles, not everything went smooth and fantastic. Regardless efforts of *Nord IV*, so far, did not catch \$100 K sponsorship, nor was I able to interest big companies to participate in *Nord IV* solo circumnavigation. What I have in mind? When Chichester sailed his *Gypsy Moth IV* around the world, she carried





samples of British Wool product for promotional reasons. Same way I will be happy to carry under Nord IV deck box of California wine, bundle of California redwood, or another product of our industry or agriculture. So attention business — we have still place on Ericson 30+ for you. Dial (415) 728-5046.

How soon will you be rid of me?

Not that soon because of Ericson chief brilliant idea! Simple, clear, logically: If I am planning to sail Nord IV around the world fast — in less than one year — the logic route will be to start in Panama and finish there. Eliminates long (and slow) last leg: from Panama to San Francisco. This new circumnavigation has only three legs to stand on: Panama—Australia; Australia—Africa; and Africa—Panama. Each one about three month's sail.

I consult this unexpected new idea with Bernard Moitessier: "Good idea; worth discussion". With *Latitude 38*: "Call it the 'Equatorial Challenge', to hell with icebergs". My wife, Krystyna: "Another proof that our life will never be peaceful".

**W**hat is good of Equatorial Challenge? In present record-thirsty times, to gain enough attention, to attract people we must do something extraordinary. Good winds all along this route agree with fast — under one year — passage. And I think it will be great to sail the Equatorial Challenge, flying from one continent to another continent — perhaps should be renamed 'Continental Hop'?! Equatorial Route, well known for many years, lost its importance in last years because of Cape Horn fever.



Above, I pledge allegiance to my equipment and my sponsors, for one voyage, divisible by three, with glory and success for all, Amen! Below, Andrew's vessel, the Ericson 30+.

But think! To sail via Horn we must have big, very especial equipped boat, and not too much of us can afford that. On opposite side, Equatorial route is more safe, open to much smaller boats, is more interesting, and is available to not rich like me. Many can join for all or just one leg. Or can make own challenge next year — or next!

Thinking of this I am reminded of almost forgotten great American sailor/singlehand-er Bernard Gilboy. This brave man sailed exactly 100 years ago, 1882-1883 (thus 16 years before *Spray*!) from San Francisco to Australia in his tiny 19 foot only boat! After 163 days on ocean — record until 1968 — and many dramatic adventures, Gilboy was rescued — just 100 miles from Australian coast.

6500-miles of lonely sailing, 163 days in 19-ft. boat, hundred years ago!

**B**ack to present. What is wrong with Equatorial Challenge? For sure I must sail to Panama to start circumnavigation and when done must sail back to San Francisco. Is no problem at all. I grab all maps and pilot charts and find such change of plans mean I must change start from July to November.

Else is hurricane season. I can wait. Only big problem is what to do in mean time? With such a boat as Nord IV I can't just sit and wait. I am too hot, too impatient. Ready to be on my way in July, how can expect I wait until November?

Solution! Why wait? Why not run Nord IV for shakedown test? To Hawaii. And back non-stop! For sure I must ask Ericson for OK, but I think it will be beneficial for both of us.

While I wait for permission, while I wait for November to start Equatorial Challenge, my cordial invitation for all readers to attend Nord IV launching party. Am serious! Proof to you I exist, if you doubt. Please, I sincerely please wish you attend Nord IV launching party. Date: July 18. Location: Nor Cal Yachts, Mariner Square, Alameda. Time: 2:30 - 4:00. Again, please join me. Debbie, 523-8773, has all information.

If can't possible make launching, why not join Equatorial Challenge with me?

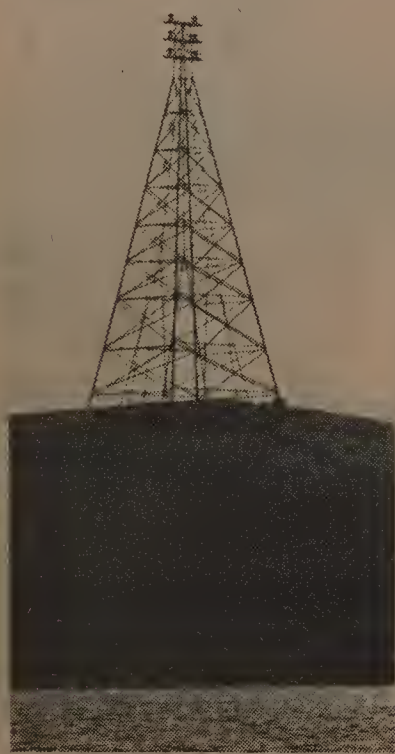
— andrew urbanczyk

P.S. My companion, Cardinal Virtue, a feline veteran of Nord III expedition got donation for trip also. From Cabrillo Medical Office come huge box of condensed milk.





If you're just now loading up the old sloop for your first-ever 4th of July — or anytime — sailing vacation to the



Big Bertha.

Delta, we've prepared this article just for you. Unlike most, our severely abridged guide is geared to the special needs of sailors; folks whose boats' deep keels and tall masts refuse to either tread shoal water or stoop beneath low bridges. Folks whose boats have stately hull speeds and will not be hurried.

Heading up the Delta the first time, you're probably curious what it's like up there. If we may be candid, it is not one of the world's tropical sailing paradises. In fact getting there could probably pass for an industrial tour; the initials 'J.M.' on the Pittsburgh water tower stand for Johns Manville, not Joseph Magnin. And once 'at' the Delta's 1000-miles of waterways, the sailing opportunities are almost as limited as the water visibility.

Nonetheless the toasty

60-mile downwind Delta run and ensuing river R&R has been a time-honored tradition for generations of San Francisco Bay sailors seeking a warm respite from the foggy waters of the bay. Once 'up River', the area's quiet anchorages and modest charms make it a satisfying alternative to the frenetic pace back home.

And make no mistake, the Delta region has some distinct advantages over some of the world's renowned cruising destinations: it has less summer rain than Hanalei Bay; more consistent breezes than Cabo San Lucas; warmer weather than the Channel Islands; and is more conveniently located than Bora Bora.

Make sure you've got the right charts, because folio 18652 — which you normally use on the bay — will only get you to Antioch. You'll also need folio 18661, which covers the heart of the Delta and 18662 if you plan on going all the way up to the State Capitol to confer with old Moonbeam.

You'll also want Hal Schell's



Glen Cove.



Dilapidated ferryboat.

'Delta Map', which for a \$1.75 helps you navigate the popular 'Meadows' area (not on 18661), lists all the major restaurants, resorts, and their facilities, tells you how to catch crayfish with dogfood — and in general is pretty indispensable.

What you want to bring along with you is basically everything but ice, fuel, soda pop, and beer. There are some places in the Delta that claim to sell 'groceries', but most of them would make a sparsely stocked 7/11 look like the Marina Safeway. Exceptions where you can get decent produce and fresh foods are Yuen Chong's grocery next to Joe Schoong's in downtown Locke, The Big Store in Walnut Grove, and a few in Isleton. There's a suburban style 'Don Quick' supermarket in Rio Vista, but that requires returning to the Sacto River and remnants of civilization.

If you run out of food and money, you can survive on the numerous blackberries that ripen in July and the figs that grow by the water. Acres of corn are grown in the rich farmland just the other side of the levees but it's considered bad taste to snatch it. Most of it tastes crummy anyway; it's a special hybrid for cattle feed.

Other stuff sailors like to bring

up the river are small dinghys with outboards, El Toros, Lasers, fishing gear for catfish and bass, cards, the *National Enquirer*, a gallon of suntan lotion, Cutter's mosquito repellent, and lots of books. If you don't know what to read why not join us on our James Jones kick, as his books are often set in locales



you may someday hope to sail to. *From Here to Eternity*, and *The Pistol* are set in Hawaii; *Go to the Widow Maker*, a super diver/sailor tale is set in the Caribbean; *A Touch of Danger* is a John McDonald-type mystery set in the Greek



Isles; and *The Merry Month of May* is a depressing bummer on the 70's student revolt at the Sorbonne.

In a 40-ft. boat it takes about 9 hours to get from Alcatraz to the first 'real' Delta anchorages (Fisherman's Cut or False River on the west and east sides of Webb's Tract respectively), which are about 5-miles past the Antioch Bridge. If you've got something like a Santana 22 — a perfectly ideal Delta boat — it might take you as much as double that. A lot of it will depend on how hard you sail, has clean your bottom is, and if you know how to play the tides.

For reasons we don't fully appreciate yet, a lot of people to like to sail in the most adverse currents, adding hours



To err is human.

Our special tip of the month: if you're going up the river, try and stay in the smooth water. If you're coming back down the river, stay in the choppiest stuff you can find. We're not going to try and explain this, but it's a general rule that might save you a lot of time.

You can sail up the river at night, and although it's pretty easy because of all the markers, we wouldn't recommend it the first time because you'll have a heck of a time cutting off the main river and finding a spot to anchor. It's no betta that you stop for the night on the way, and there are a number of nice places to choose from.

Glen Cove Marina is a cute little place with mostly sailboats a mile or so past the Carquinez Bridge on the north side. But bring your own food because all they sell is fuel, ice, and guest slips. If you make it a little farther on you can try the Pittsburg Marina for \$3.50 a night and luxuriate in sporadic lukewarm showers. This is home of the much touted Mexican restaurant, the Mecca.

If you're on a budget — and for a boatowner a Delta vacation can be the cheapest on record — you'll want to anchor out, and there's plenty of good places for that, too. Just

tie up to the bushes on the east side of Winter, Browns, or Kimball islands, which are across from Pittsburg and Antioch. Or there's always the popular Mayberry Cut — across from West Island which itself is across from Antioch. The wind usually blows all night long at these anchorages, but it's warm, the stars are out, and your boat isn't going to go anywhere.

If you've checked these places on your chart, you'll have noticed we've already got you off the Sacramento River and onto the San Joaquin. We did that intentionally because unless you're going all the way up to Sacramento, the former is a much less interesting river. And because of the fixed bridges at Walnut Grove and Locke, once you passed Brannan Island there's no way back into the heart of the Delta without lots of backtracking.

Where to go? Deciding where to go involves some big tradeoffs. If you want greenery like at Lost Slough way up in

the Meadows, you're also going to get a lot of summer crowds — including mobs of rental houseboats. If you want to be sure you're going to be alone, you'll have to select a barren wasteland. The best you can do is to hope to discover a happy medium to call your own. Oh yeah, if you anchor on any relatively wide straightaway be prepared to be



Vicki Rivers.

droned to death with water-skiers.

Let's get specific about a



Parallel bridges converge in infinity.

and hours to their travel time getting up the river. This is especially obvious in San Pablo Bay where many boats sail right between the markers, which is not only illegal, but leaves them fighting the heart of whatever ebb there might be.



New York Slough is U.S. Navy territory.

couple of places, listed in no particular order.





Bunny Baughmann and his Pinto.

*A No Name Place:* Between Twitchell and Andrus islands there's a little slough that goes by the Blue Heron and Island Harbors, the latter of which is a Delta sailboat center that can always find you a slip to leave your boat for a while. We go here all the time because it's one of the first places to stop, because there's a number of nice places to anchor among the trees and bushes, and because it's within walking — or dinghy — distance of the crazy antics of Moore's riverboat.

*The North Fork of the Mokelumne across from Moore's Riverboat:* Barry Stephen's — one of the Stockton boatbuilding Stephens' — says he likes to anchor across from Moore's behind the berms. There's a bit of traffic here, but it makes for an easy row over to the nightlife. The problem here is getting into the Mokelumne from the San Joaquin River without running aground. What you want to do is not leave the San Joa-

quin until you're directly between markers '47' and '49', and from there cross directly to the starboard shore and follow it until you come to the irrigation pipes which are noted on the NOAA chart and are directly across from Moore's. You can cross the string of berms in a straight line between Moore's and the pipes.

*The North Fork of the Mokelumne:* This is the closest thing to a freeway that you'll find in the Delta. It's wide, which probably means a million waterskiers in summer but also means you can carry your chute if you're thinking of sailing through. There is but one berm, and two trees, and is a very poor choice to spend the night. However, you should remember that since there is a fixed bridge at the end of the S. Mokelumne River, that the N. Mokelumne is the only way to Locke, Walnut Grove, the Meadows, Guisti's, Whimpys, and hot spots like that. If you go this way, wave to bridge tender Bunny Baughmann, who doesn't have a bridgehouse and has to sit in his Pinto all day.

*S. Fork of the Mokelumne:* There are some promising

green areas up toward the northern end, although it gets a little narrow. If you anchor close to the fixed bridge near Whimpys you can make Locke, Walnut Grove, and all the upper Delta hot spots in an outboard power inflatable.



Spectra on vacation.

*Beaver, Hog, and Sycamore Sloughs* all cut off the South Fork and have some nice anchorages although only moderate shade.

*Georgiana Slough:* Fairly narrow, there are some good spots to anchor, although due to levee repairs the vegetation diminishes each year. Remember this slough puts you back into the Sacto River, and will not take you to the Meadows.

*Little Potato Slough:* Lots of

several spots that can hold big groups of boats and because there is plenty of room to dinghy and boardsail. Meet lots of friends here.

*White's and Disappointment Sloughs:* Lots of good berms to anchor off of on winding rivers. Some great spots here but rental houseboats permeate the area.

*Stockton Deep Water Channel:* Lots of powerboat action along here from Stockton and powerboat oriented resorts. It's better to get off the highway. It's nice and hot along here though. July is the hottest month with a mean temperature of almost 95°. Hot weather makes lots of folks want to take off their clothes. That's okay, but only when out of view of others because this is a real family recreation area and you don't want to expose your buns where they're not wanted.

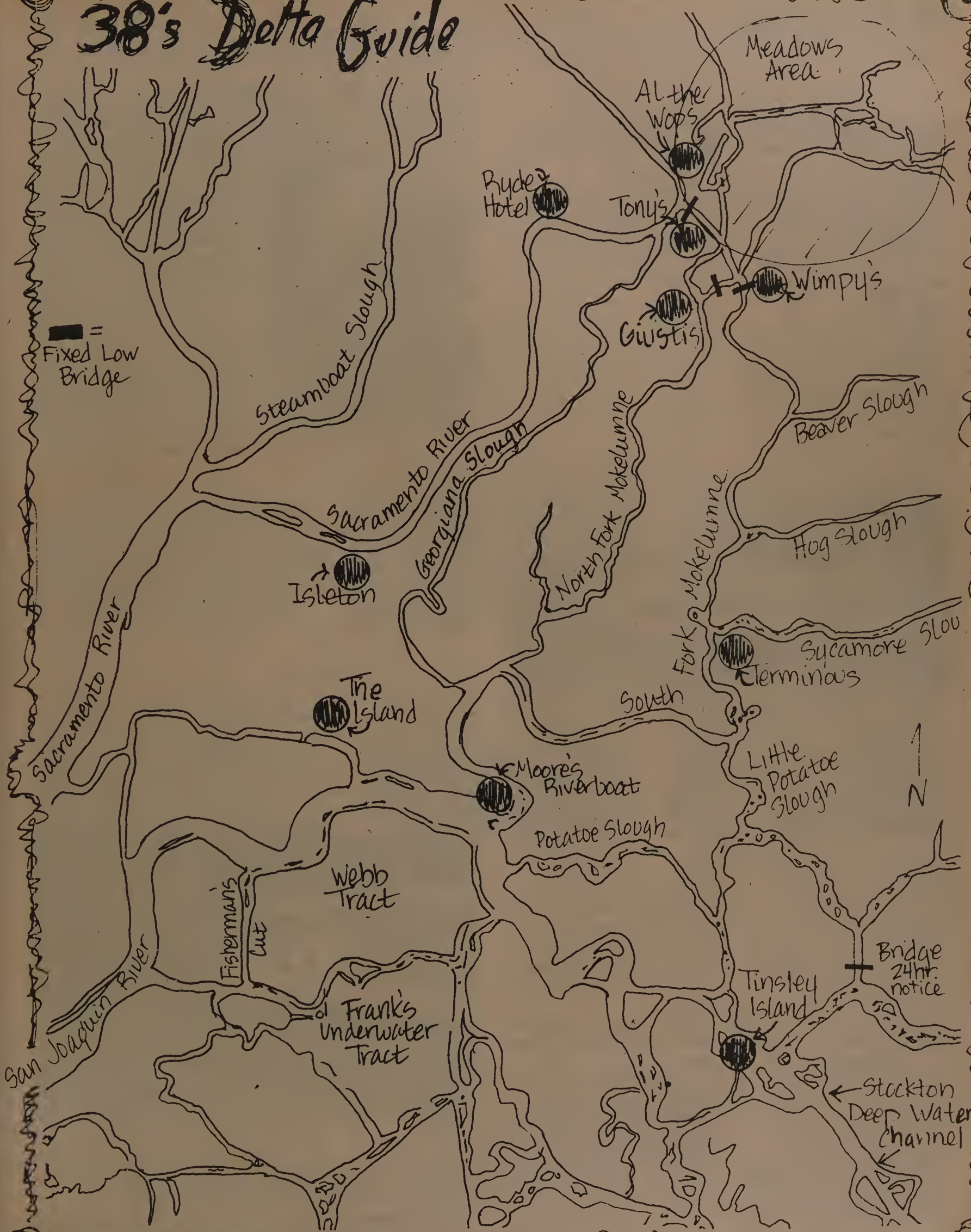
*Middle River:* Lots of good berms to anchor on here, and good open areas for dinghy and boardsailing.

Marne and the gang on the way to Al the Wops.





# 38's Delta Guide





# DELTA GUIDE

*Latham Slough:* More of the same good stuff found in Middle River.

*Lost Slough:* About the only place in the Meadows where sailboats can go. Lots of trees, but lots of houseboat neighbors, too. Not so much wind, and lots of heat. Richmond YC goes here.

**D**elta Chow Spots, working from the north down:

*Al the Wop's* is the place for great steaks, in fact all they have is steaks and booze. Lots of bar action at night. You get there by anchoring as close to

exist. If you want to wash up before your meal, it's 50¢ for a 5-minute shower.

*Moore's Riverboat:* Crayfish is reported excellent. Five of us had dinner there and the food looked great, but because we'd drank so much we really couldn't tell how it tasted.

We'd recommend Moore's, Tony's, and Al the Wops, the most. If we had time we'd sure like to try some of the Oriental restaurants in Walnut Grove and Isleton. Did you know that chilled red wine is a Delta specialty? It is.



The Moore's rockin' riverboat.

Locke as possible and going overland.

*Tony's* in Walnut Grove. Great linguisa, great beef stew and lots of beans with everything.

*Guisti's:* Used to be great for veal cutlets, but during a recent lunch they were serving breaded veal patties — for shame, and no more antipasto — for shame again. Cutest bartendress in the Delta, and picture of Y.A. Tittle on the wall makes it all okay.

*Whimpy's:* With a name like this you've a right to expect much better burgers.

*Tower Park Marina* at Terminus: Lots of room to bring your boat, but we were sure disappointed in this year's food compared to last. A well-kept, modern facility for those who need to be reassured those still

**I**f you came to the Delta for nightlife, you ought to have your head examined. Although there is some. If you're young, hot, and horny, they say the Ryde Hotel with a dock on the Sacramento River is the place to go. Everything's done up in 30's speakeasy motif, and it reportedly rocks out to a full house of sweaty youth on Friday and Saturday nights.

Tower Park Marina has live music on Friday and Saturday nights.

If you like Big Band music, there's nothing but it in the jukebox at Moore's Riverboat. They've got live music, too at Moore's, and really pack 'em



The Delta is bullish on America.

in. Mind you, they drink a bit here.

There may be other hot-spots, but we don't know 'em. Actually most people go up to the Delta to rest and maybe make a few new friends. And it's easy to do.

Last time we were up there we helped anchor *Passage West*, a Cheoy Lee Midshipman 40 that had temporarily lost its diesel. In doing so we met Pete Hoskins, and Marne, the young lady who owns the boat. Then of course we had to meet Wally Mays and Francis, who had directed the delicate operation from the

minutes later we were all having drinks on *Sunbow* and making friends. We learned that Wally has been coming up for 25 years, was heading for Sacramento and was going to spend part of the month up the Sacto River. For Marne it was the first time; she and Pete would be staying up for two weeks. Everyone was having a great time, soon we were throwing 'em down in Al the Wops. That's pretty much the way life goes up the river.

**I**f you can't think of any opening lines when you meet people, ask them how long it will take and what is the easiest way back to the bay. You'll get plenty of reaction to that, because there's no getting around it, as leisurely as the sailing is going up, it's hard coming back. If you've got a good engine and hit the tides right it'll just take a long time. If you've got a small boat and are sailing back, it will just about take forever. But boy will you ever be the best short tacker on the bay.

Fourth of July fireworks are at Mandeville Tip and Herman & Helens. Walnut Grove has a great kid's parade on the



Passage West and crew.

vantage point on their Rawson 30, *Sunbow*.

It wasn't until about 10

Fourth. It's all happening up the river.



# HIGH SPEED ELEGANCE

## MULL NZ-45

SPEED BY GARY MULL • QUALITY BY NEW ZEALAND

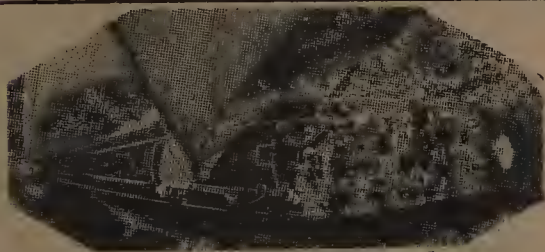
Dear Sirs,

"You will be pleased to know that the Mull NZ-45 BAD HABITS has been selected for the New Zealand team in the Pan Am Clipper Cup. We had a very good win in the final race of the selection series. In a fleet of eighty boats including boats like JUMPING JACK FLASH, a new go fast 52' Laurie Davidson design, over a 75 mile course we got both line honours and won on IOR and PHRF by a big margin."

Mull New Zealand Managers LTD  
Builders of the Mull NZ-45

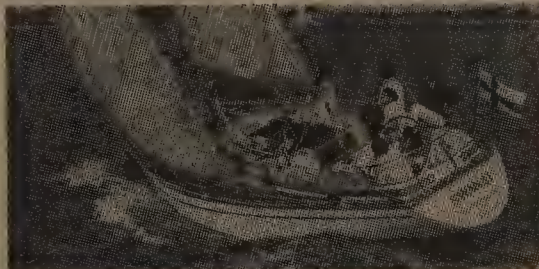
If you are looking for trophies you have found your boat. If you are looking for elegance then look no further. The Mull NZ-45 is not just another fast hull. The optional racer/cruiser interior is as luxuriously appointed as the best of the traditional heavy displacement cruisers. New Zealand quality construction and a performance design by Gary Mull makes for an unbeatable combination. The Mull NZ-45 is at our docks and available for your inspection.

### SELECTED BROKERAGE



**Ceramco New Zealand**  
**68' Farr Ocean Racer.**

Imagine covering 315 miles in one day! Didn't win the Whitbread but could win the Transpac. .... \$650,000



**41' Swan**

1976 Sparkman & Stephens design. Well equipped and maintained with owner financing available. Sistership. . \$167,000



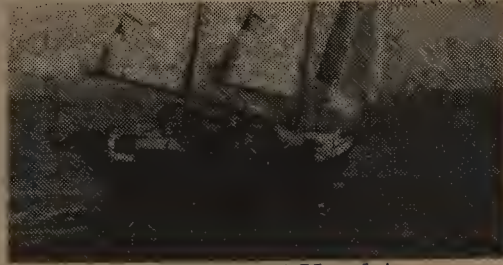
**64' Sparkman & Stephens**

Built by Plym, she is an absolute masterpiece. Bristol condition and comes with an incredible inventory. .... \$285,000



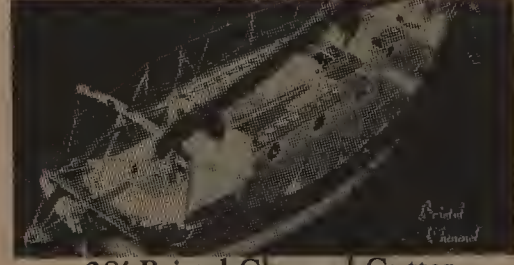
**Seraffyn of Victoria†**

24' Cutter designed by Lyle Hess and built by the Pardeys. She is bristol and ready to circumnavigate again. .... \$39,500



**Custom 48' Ketch†**

NEW. The ultimate in comfort and loaded with extras. You must see it to appreciate it. Priced well below replacement. \$175,000



**28' Bristol Channel Cutter**

1978 classic fiberglass design by Lyle Hess. Super blue water boat. Very clean and well equipped. Sistership. .... \$64,900

#### SAIL

- 22' Falmouth Cutter†, 1981, Lyle Hess design. .... \$39,900
- 27' Cheoy Lee Frisco Flyer†, owner must sell. .... \$15,500
- 27' Nor'Sea†, aft cabin, very clean. .... \$39,900
- 31' Piver Trimaran, cruise equipped. .... \$16,500
- 31' Dolphin Sloop†, sistership to Coho, clean. .... \$28,000
- 32' Westsail†, 1975, very well equipped and clean. .. \$59,900
- 32' Westsail, 1978, priced to sell. .... \$53,000
- 32' Alden Sloop, absolutely bristol and priced to sell. \$53,900
- 35' Ericson Sloop†, Scaramouche, race rigged. .... \$44,500
- 35' Fantasia Cutter†. .... \$85,000
- 41' Cheoy Lee Offshore†, assume low interest loan.. \$84,900
- 41' Morgan Sloop, loaded. .... \$89,900
- 41' Islander Trader Ketch, 1978. .... Offers
- 43' Columbia†, bristol with new engine. .... \$90,000
- 43' Westsail, the prettiest 43' we have ever seen. .. \$165,000
- 45' Freedom Ketch, solid blue water boat. .... \$135,000
- 46' Formosa Cutter, owner financing available. ... \$118,000
- 47' Formosa Ketch, clean with attractive financing. \$160,000

†Indicates boats available for showing at our office.

- 50' Davidson Ocean Racer, Outward Bound. .... \$325,000
- 52' Auxiliary Yawl, S & S/Aberking & Rasmussen. \$167,000
- 58' Sloop†, Sabrina bristol and beautiful. .... \$175,000
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# SINGLEHANDED TRANSPAC

As this volume of *Latitude 38* hits the streets on the 2nd of July, Michael Kane and the first few monohull skippers have hopefully arrived in Hanalei Bay, Kauai, to finish the Singlehanded Sailing Society's third Singlehanded TransPac. However, as we now write this article the fleet is only a few miles off the coast, making moderate speed in light winds and pancake seas, and facing 2,000

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more miles of open ocean.

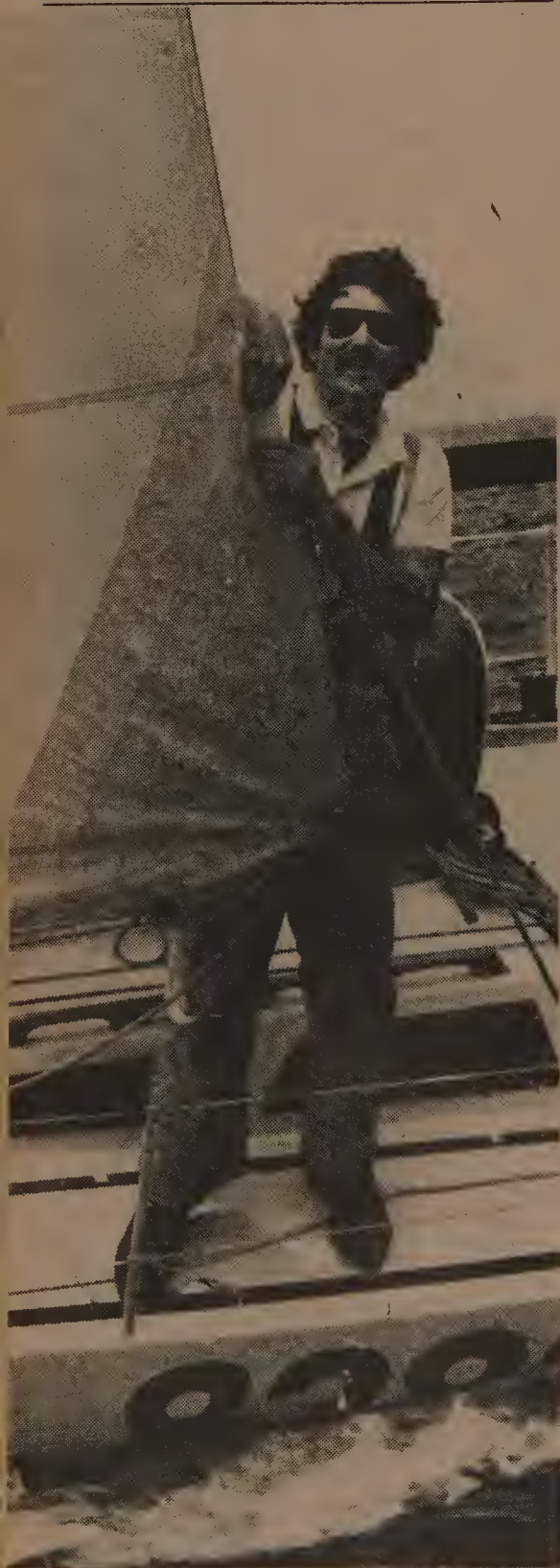
The first two Singlehanded TransPacs had a high rate of attrition in the final days before the race, and it was no different this time. Of the 27 paid-up entries listed in our last issue, only 16 hit the starting line on time. Three others were just late: Jocelyn Nash on the Hawkfarm *El Gavilan* was a half hour late with last second repairs on a late-breaking engine problem; Peter Brown was another 30 minutes back with vane problems on his Olson 30, *Gold Rush*; Leslie Clark's Newport 28, *Typhoonigator*, was even later for reasons yet unknown.

Eight other original entries dropped out for a variety of reasons. Money problems, uncompleted boat problems, broken down engine problems, and the like. Two-time race veteran John Carson was a surprise last-minute dropout. On the trip down from Seattle he discovered that his Aries vane couldn't handle the turbulence caused by the big rudder on his Freedom 33, *Stephen T.*

There were 4 divisions in the race; one for multihulls, one for ultralight displacement monohulls, and two divisions of normal displacement monohulls. They crossed the Golden Gate YC starting line in 5-minute intervals on June 19, all sailing under the Performance Handicap Rule Formula (PHRF) handicap system.

As the only multihull and the first division to start, it came as no surprise that Michael Kane got his 55-ft. Norm Cross designed trimaran, *Crusader*, out the Gate first. For the rest of the fleet he soon became an indistinct dot on the horizon. Precluding a serious breakdown, everyone concedes first-to-finish honors to the big multihull and Kane, who is interviewed elsewhere in this issue. We shared a few night-before-the-race drinks aboard *Crusader* with Kane and designer Norm Cross. Michael was absolutely calm, still dressed mostly in his Newport Beach insurance executive togs, and in no way preoccupied with the ocean that lay ahead.

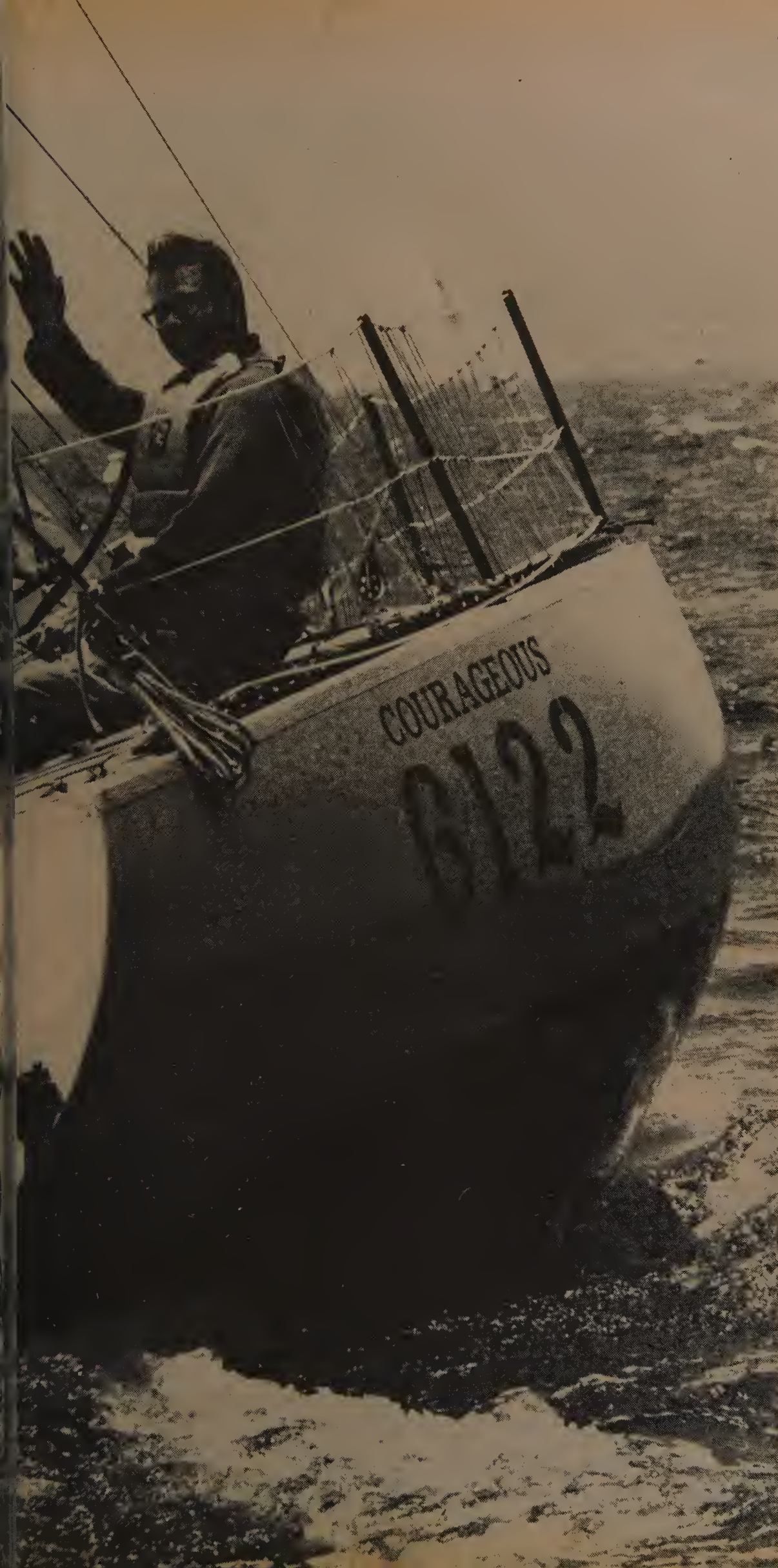
The ultralight division, featuring three Olson 30's and Hurricane McNaughton's Express 27, were the second group to start. First of this group out the Gate was Chuck Hawley's Olson, *Collage*, which continued to build its lead over the other monohulls as they passed by Seal Rocks and into the open



Chuck Hawley fiddles with his leech 3-miles into the race.







ocean.

The 28-year old Hawley, who was fourth among the quartet of Moore 24's that did the previous race, has virtually dedicated the last two years toward winning. Manager of the



Above, **Crusader**. At left, John Robinson waves goodbye to all that concrete.

West Marine Products store in Sausalito, he has forgone vacations, regular YRA races, and reckless spending, toward the goal of being the first monohull to finish. His boat is going very light, and he won't lose the race for having not tried hard enough or lack of preparation.

Another veteran of the '80 race who switched to an Olson 30, Frank Dinsmore on *Francis Who?*, was the second ULDB under the Gate. The transformation of Dinsmore's appearance in the last couple of years has been extraordinary. Whereas he once looked like the typical accountant, his hands are now calloused and he looks as though he could be trouble in a dark alley.

Dinsmore claims he's not the sailor Hawley is, and that he's not going as light. Nonetheless he desperately wants to beat his good friend, and hopes to do it with a combination of being a little bit more clever and by superior preparation. His Hood headfoil, for example, is roller furling, which he figures can save him precious time and energy through the countless squalls to be negotiated down the line. His boat was immaculate-



# S.S.S. TRANSPAC START

ly ordered, and he has a daily schedule he hopes to adhere to strictly. Even a great deal of his celestial navigation was 'pre-done' with the help of the class he attends.

As prepared as Hawley and Dinsmore were, Hurricane McNaughton wasn't. He'd lost a mast two weeks before the start, and on the eve of the race had friends helping with the rigging and other preparations. And then less than an hour before the start he agonized over the decision of whether or not to hunt down a backup autopilot and start late, or just take his chances with a recalci-

But its more than the boat and the handicap that make Newland a hot pick. Soft-spoken but determined, former crewmates describe him as a sailor's sailor. We've got a hunch that when fatigue becomes a factor and racing resolve begins to wear thin, Newland stands to make miles.

**A**nother strong threat is a gentleman



Above, Pegasus and Courageous. At right, Frank Dinsmore.

trant Alpha Systems unit. He took his chances, and was third out the Gate ahead of the tardy Peter Brown.

**A**lthough the first monohull to finish is likely to come out of the ultralight division, there are a couple of hot prospects for corrected-time honors in the PHRF I division. In fact if we had to put money on it, we'd ignore Madam Marie's predictions of Volume 60, and go with Dan Newland and Pegasus, his customized Wylie 34.

Newland, a genuine 'Coon Ass' whose boat hails from Baton Rouge, quietly admits that he thinks he's got as good a shot as anyone. One reason is that he knows his boat intimately; as foreman at North Coast Yachts, he supervised its construction and many modifications. She's light enough to surf in the trades, and her waterline could give the Olsons fits — particularly as she carries the 120 rating of a normal Wylie 34.

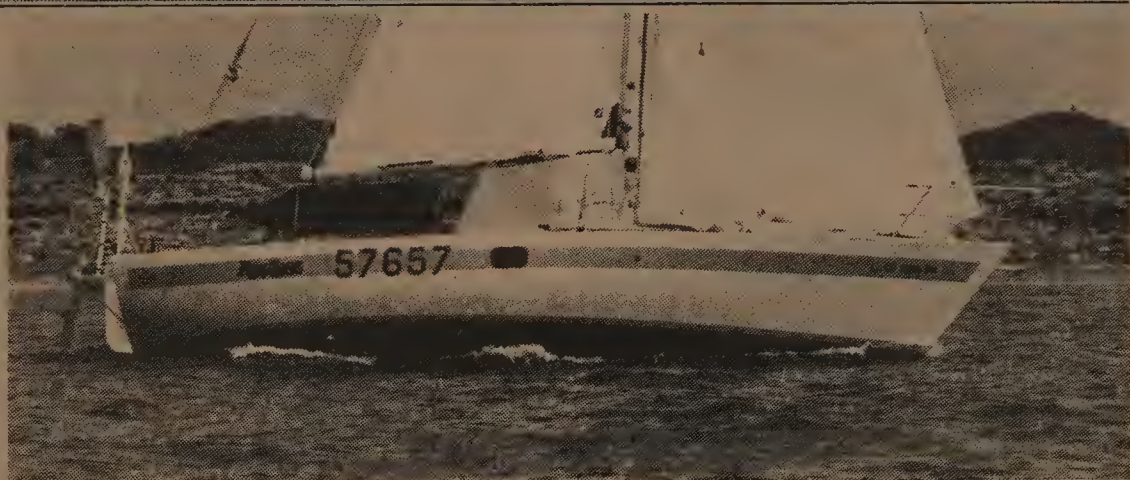
whom we only know by reputation, David Hamilton of Santa Barbara. His Peterson 33, *Restless*, is reputed to be the scourge of southern California singlehanded. Rumored to be confident — even cocky — on the course, he apparently backs it up with com-







petence. His 156 rating for a Peterson 33 is enough to give everyone cause for concern. Dan Newland's local knowledge gave him a sizeable early lead over Hamilton in the first few miles, but its a long, long race and it will be interesting to see who comes out on top



Top, *Pegasus* against the Marin Headlands. Above, *Restless*.

between these two.

With 57 feet of boat, Karl Burton's chances in his Columbia 57, *Magic*, are tricky to figure. It doesn't seem likely that this first-race veteran can get the maximum out of such a big boat, but given the right conditions, who knows what the Hollywood airline executive can do with 21 more feet of boat length than any other monohull.

Another first race veteran, Darrell Davey on *Uhuru*, was very calm before the start. His Lancer 36 is based on *Chutzpah's* lines, a boat which corrected-out first in two crewed TransPacs. Rounding out this division are two local Hawkfarms, John Robinson's *Courageous*, and Jocelyn Nash's — the only

woman in this year's race — *El Gavilan*. All of them are genuine contenders.

**P**HRF II's spiritual leader is the oldest man in the race, 57-year old Harold Upham of San Leandro. With the completion of this race, he'll become the only sailor to have done all three of the S.S.S. TransPacs. For a man who had to retire from the phone company due to heart problems, good old Harold appeared healthier and more eager for the race than any other competitor. About the only time Harold uses his Columbia 8.7 *Joshua H.* is during Singlehanded TransPacs, so both he and his boat were totally prepared.

Don Eldridge, who had to drop out in Hilo from Stateside concerns in the last race,



# S.S.S. TRANSPAC START

cruised out the Gate in serene repose, although he says he's going for more speed this time. Looking very aggressive was Jack Van Ommen with his Naja 30, *Fleetwood*. The Tacoma boatbuilder naturally would like to demonstrate the merits of the hard chine wood beauty.

Going out the Gate in the middle of the PHRF II pack were Leonard Jackson in his Endeavor 32, *Windlass* out of Alameda; and Charles Kite, in his Newport 30 MK II, *Hi-Flier*. Both are first-timers, as is Sonoma's Leslie Clark, who as previously mentioned was very tardy across the starting line in his Newport 28, *Typhoonigator*.

But last of the on-time boats out the Gate was also the most unusual, David Schaal's Freedom 25, *Pacific Wing*. Featuring a fully battened main on an unstayed mast, she was predictably quite slow beating out the Gate in the light stuff at the start of the race. But the remaining 1900-miles are virtually all reaching and running, conditions in which Freedom Yacht's ads proclaim she's designed to excel. A lot of folks will be interested to see how well he can carry the banner of Freedom.

Will any records be broken this time? From Don Keenan's prognostication at the weather briefing, it didn't look good. What's needed for records are good strong trades, and what's needed for them is a well-defined Pacific High and closely bunched millibar lines. They just weren't happening yet, but the fact you can't count on the weather gave the fleet some consolation.

Someone asked Channel 7 weatherman and Newport 30 sailor Bob Marshall which way he'd go. Marshall responded with the best pre-race one liner: "Up the Delta."

We've followed the Singlehanded TransPacs closely since the first one instigated by George Siegler in 1978. With only two races on the books, it's been a short tradition, but a great one. The satisfaction given to nearly 50 sailors is immeasurable, and countless close friendships have developed from each race. The event seems fully accepted now, and you rarely hear the question 'why are they doing it?' anymore.

It's true that both the size and number of entries have diminished this year. The latter we attribute totally to the limping economy rather than any lack of interest in the race. We suspect a revitalized economy would produce a record fleet in 1984.

The prohibition on the display of commer-



Engine troubles made Jocelyn Nash late for the starting gun on her Hawkfarm, El Gavilan.

## The Starters

Multihull Division				
Rat'g*	Boat	Type	Skipper	Home Port
66	Crusader	Cross 55	Michael Kane	Newport Beach

Ultralight Division				
102	Gold Rush	Olson 30	Peter Brown	Berkeley
102	Francis Who?	Olson 30	Frank Dinsmore	Carmichael
102	Collage	Olson 30	Chuck Hawley	Sausalito
132	Hurricane	Express 27	Doug McNaughton	Sausalito

P.H.R.F. Handicap Division (162 & under)				
156	Restless	Peterson 33	David Hamilton	Santa Barbara
162	El Gavilan	Hawkfarm	Jocelyn Nash	Pt. Richmond
66	Magic	Columbia 57	Karl Burton	Hollywood
132	Uhuru	Lancer 36	Darrell Davey	Oxnard
120	Pegasus	Wylie 3/4-Ton	Dan Newland	Alameda
162	Courageous	Hawkfarm	John Robinson	Sausalito

P.H.R.F. Handicap Division (over 162)				
180	Wind Lass	Endeavour 32	Leonard Jackson	Fremont
168	Hi Flier	Newport 30/II	Charles Kite	Marina del Rey
192	Typhoonigator	Newport 28	Leslie A. Clark	Sonoma
168	Skol	Valiant 32	Don Eldridge	Atherton
192	Joshua H	Columbia 8.7	Harold Upham	San Leandro
168	Fleetwood	Naja 30	Jack Van Ommen	Tacoma, WA
186	Pacific Wing	Freedom 25	David Schaal	Malibu

\*PHRF ratings are given in seconds/per mile. In the approximately 2,200-mile race, each second of difference in handicap rating equals about 36-minutes of elapsed time.

A 6-second difference in rating will therefore equal an elapsed time difference of about 3.6-hours; a 12-second difference in handicap equals a 7.2-hour difference; an 18-second difference equals 10.8-hours.

ical sponsorship naturally makes it more difficult to attract the bigger and more exotic specialty boats. But that's just fine, because this is one of the few major races left in the world where a sailor with a little money and a lot of skill has as good a shot to finish or correct

out first as anyone.

We think the Singlehanded TransPac has a bright future. As for the present, we'll be there in Hanalei Bay when the boats arrive to bring you a full report in the next issue.

— latitude 38



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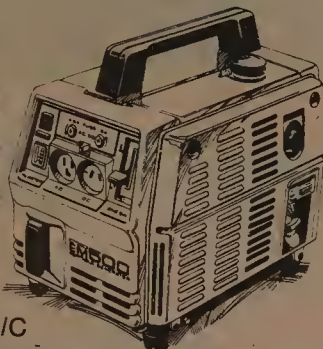
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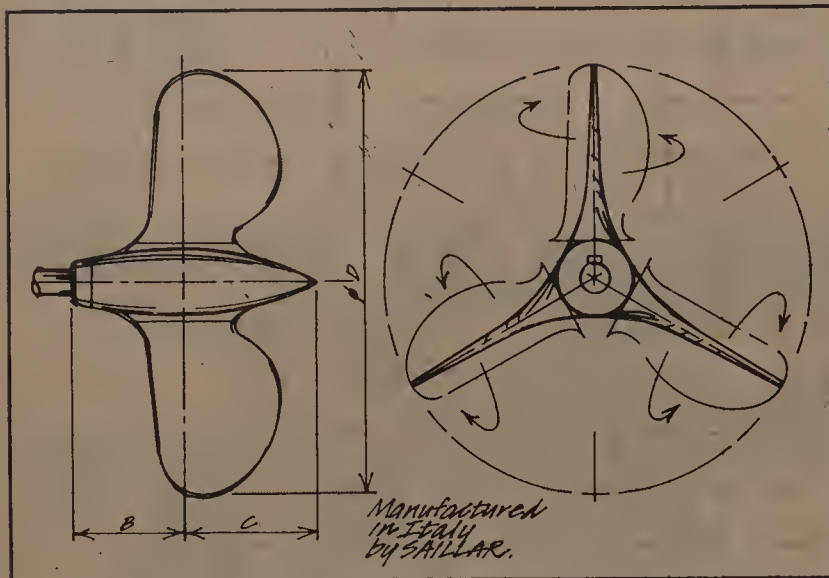
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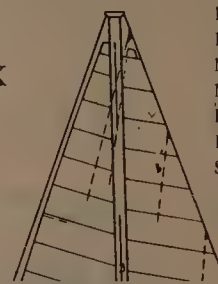
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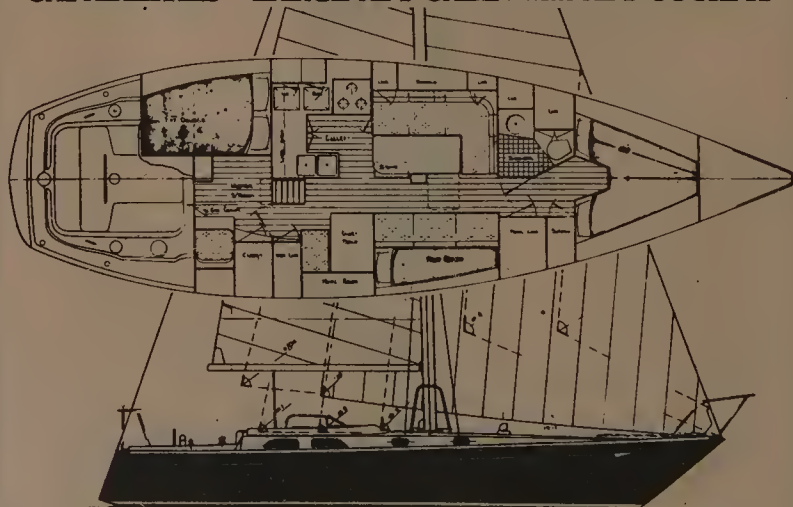
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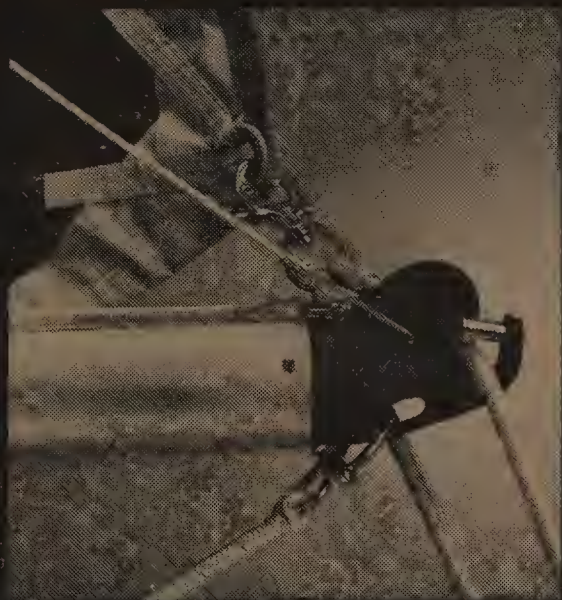
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# MASTER

The annual Master Mariners Race, held this year on May 30, is a mixture of sailing race and classic boatshow under sail. From gaffers to Marconis, from sloops to schooners, from the petite 16-foot *Kitty Sark* to the thundering 65-foot *Shearwater*, the vessels bedecked with teak and varnished to a shine recalled to us the golden age of yachting. All the boats were either built or designed prior to World War II, before fiberglass and Dacron irreversibly changed the face of sailing.

There were 99 entries in this year's contest. The race committee tried out a new course with more reaching legs than last year, and the consensus was it made for a more sedate afternoon than some of the windward thrashes of the past. Nevertheless, there were the customary mishaps: collisions at Anita Rock and Southampton Shoals, a stricken crewmember forcing the largest boat in the fleet to drop out, a third place winner who later realized he had gone around the wrong mark, and the mysterious absence of *Santana*, Tom and Ted Eden's stately 55-foot yawl.

The race started off the St. Francis YC under a patchy ceiling of fog. In the reverse order starting sequence, the smaller, slower boats go first and the faster boats try to catch them. After reaching back and forth under



Above, *Delfin* gets a windward start. Below right: *Xanadu* (#195) and *Dorade* (#9132) sandwich a spectator. Below left: *Halcyon*.

the Golden Gate Bridge, the fleet turned downwind and paraded the City Front to Blossom Rock. The three gaffer and four marconi divisions then headed north to either Southampton Shoals or mark "24" just east of Angel Island before jibing back and finishing in the lee of Treasure Island. Only the two ocean racing fleets had any windward work to speak of, beating up to Angel Island's Quarry Point and then Harding Rock, with a spinnaker run to the finish.

It was on the final legs of the race that these sailing artifacts revealed their true magnificence. As the fleet turned the corner at Blossom Rock, the sun broke through. Sprited bows plowed watery furrows on a close port reach in the sparkling blue water, flying full canvas in the moderate westerlies. The hiss of spray was matched only by the clicking of cameras as participants and onlookers alike seized the opportunity to capture some living nostalgia on 35 mm film.

The first boat to finish was Dennis Gilmore's 28-ft. *Wizard of Bristol*, the final boat L. Francis Herreshoff designed before his death. In 1981 Dennis finished second in his division, but this time he got everything





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right and won the Marconi 4 title on corrected time.

Close behind him was Bob Cleek in *Patience*, a 25-ft. cutter. Bob, who's currently vice commodore of the Master Mariners Association, had a chance to win when Gilmore rounded the wrong mark before heading to the finish line. "We debated whether or not to tell him," Bob said afterward, "and we ended up waving our protest flag at him. He got the message and turned around. Then he passed us again on the final leg."

One boat which went around the wrong mark but didn't correct herself was *Kafika*, Edward Johnson's 33-ft. Atkins designed sloop. Sailing in the Marconi 3 division, John and his all women crew rounded "24" instead of Southampton Shoals as the race instructions called for but they ended up third overall, which pleased them but created unrest in some boats that finished afterwards. They never remembered being passed by *Kafika*. Amongst themselves they started referring to her as the "Rosie Ruiz".

entry (after the Boston marathoner who won by taking a shortcut).

It wasn't until someone mentioned it to Johnson the following week that he began to think about it. Ed has sailed the Master Mariners since 1977 and knows his way around the bay; when he went back over the race he realized that he had indeed erred. He quickly notified the race committee and withdrew.

Sixth across the line and winner of the Marconi 3 division was Jim Leech's *Dolphin*, making him a repeat winner. He's only had the 31-ft. marconi 7/8 rig sloop two years, so his racing record is unblemished. Before that he was a regular aboard *Santana*.

Jim's biggest concern during the race was Richard and Milly Biller's *Eclipse*, another Knud Reimers design of the same length. *Dolphin* was built in 1939, a year before *Eclipse*. The latter has a bigger rig and no in-board engine, yet both boats rate the same, hence Leech's concern. *Eclipse* ended up second.

The key to *Dolphin*'s victory, as it was for many other division winners, was playing the tide right at Crissy Field. A hefty ebb had pushed many boats to the west on the first leg across the bay to Little Harding. On the return to Crissy, much of the fleet headed low to correct for the set. The flood had already started along the San Francisco Shore, however. Those caught low of the mark had a devil of a time beating up to round, while Leech and John Walters in *Jinker* from the Marconi 2 fleet, saw what was happening and took corrective action.

*Jinker*, a 1940 Crocker cutter, captured the best elapsed time of the day for a Marconi rig with a time of 2 hours, 25 minutes and 33 seconds. After negotiating Crissy, Walters and his crew hugged the beach on the spinnaker run and were in real good shape coming into Blossom. That's when someone let go of the spinnaker halyard too soon and the huge sail quickly became a shredded sea anchor. The mishap didn't slow them down too much, and they managed to catch *Nautigal* 100 yards from the finish to win.



The two reported crashes in the race came at Anita Rock and Southampton Shoals. Running down the Cityfront, Paul Major's *Puffin* had passed Clark Arquette's



# MASTER



Above, Master Mariner helmsperson. Right: Division winner *Orion*'s bow man gives a command.

*Whimbrel*, which decided to cut inside Anita Rock. Unfortunately, *Whimbrel* missed clearing *Puffin*'s stern by about 6-feet. She was disqualified for her error.

Not so quickly settled was the *Blackwitch* incident at Southampton. "We were the cheese in the sandwich," says owner Don Davis. *Blackwitch*, a 31-ft. Winslow ketch, found herself between the 35-ft. *Wanderbird* to weather and the 45-ft. *Delfin* to leeward, as the trio approached the mark. Davis maintains that *Wanderbird* failed to keep clear and that *Delfin* hit him amidships, pushing in a bulkhead, cracking a frame and smashing up a toerail. The protest was still pending at the time of this writing.

The real queens of the Master Mariners Race are the ocean racing vessels. These are boats that represented the state-of-the-art 40 or 50 years ago, boats that have gone from racing machines to outdated classics. Unfortunately, two of them, Tom and Ted Eden's *Santana* and Thomas Donnelly's *Shearwater*, were foiled this year by non-sailing problems.

*Santana*, also known as "Bogie's boat" from her days as Humphrey Bogart's yacht, is a seven time winner of the Master Mariners

Race. There was great anticipation of a second showdown between her and another Sparkman and Stephens classic, the 52-ft. yawl *Dorade*, sailed by R.C. Keefe. The two boats had held a private match race the week before with *Santana* the winner (Volume 60, June 1982).

So what was the snafu? It seems no one from *Santana* sent in their application for the Master Mariners! Race chairperson Suzanne Abbott explained that all prospective entrants were told very explicitly that the final date for receiving entries was April 30th. In the pre-race excitement, no one noticed that *Santana*'s entry was missing and by the time the Edens called on May 20th, it was too late. Abbott stuck by her guns and *Santana* was denied her shot at an eighth victory.

*Shearwater*, the massive 65-ft. marconi schooner out of Newport Beach, Ca., got a little farther. With her crew decked out in white pants and blue shirts, and the skipper attired in a blue blazer, *Shearwater* started the race in fine shape. One of the crewmem-





bers, however, suffered a back spasm, which was serious enough to warrant dropping out of the race to seek medical help.

Even without two of its leading stars, the ocean racing fleet managed to put on a good show. Leading the group was Stephen Crow's *Orion*, a majestic 56-ft. Sparkman and Stephens yawl, with Donn Campion's lovely green *Sally*, a 59-ft. sloop, close behind. *Dorade* finished third.

This was *Orion*'s second Master Mariners. She finished fourth behind *Shearwater* last year. With 16 people onboard as crew, organizational skills were as important as sailing finesse. One of the key ingredients to their success was an electric megaphone, which was used to pass messages from bow to stern and vice versa.

"We had been out practicing earlier in the week," said Crow, "and we found the biggest breakdown in communication happened in the middle of the boat. One of the crew



Boysprit action on *Halcyon*.

brought along the bullhorn and it worked great!"

*Sally*, built by the famous German yard of Abeking and Rasmussen, was a first-time contestant, and her time of 2 hours, 34

minutes and 55 seconds was good enough to win the elapsed time award for the ocean racing division. It was actually the first race owner Donn Campion had ever been in and so far, he thinks it's a lot of fun.



# MASTER MARINER RESULTS

Boat	Type	Design Yr. (or built)	Owner	Alhena Pampero	Laurin 32' sloop Rhodes 34' sloop	(1949) (1947)	Ken Weiler W. & L. Owen / Chris Newell Donald W. Davis T. & D. Marcin Al Turner Jack Boise John G. Young John Leach
<b>GAFF ONE</b>							
<i>Taurua</i>	Peterson 43' schooner	1930	Peter Hayward	<i>Blackwitch</i>	Winslow 32' sloop	1936	
<i>Brigadoon</i>	L.F. Herreshoff 50' schooner	1924	Terry Klaus	<i>Dark Star</i>	Schock 33' cutter	1939	
<i>Seafarer</i>	Hand 48' ketch	(1910)	Fred Waters	<i>Artemis III</i>	Garden 34' ketch	1945	
<i>Felicidad</i>	Abeking & Rasmussen 50' ketch	1935	J. & U. Peters	<i>Sundowner</i>	Day 30' ketch	1903	
				<i>Karoline</i>	35' sloop	(1942)	
				<i>Talofa</i>	Atkin 30' schooner-brig	1939	
<b>GAFF TWO</b>							
<i>Bimi</i>	Norgaard 31' ketch	1920	Basil Knauth	<i>Wizard of Bristol</i>	Herreshoff 28' ketch	1956	Dennis Gilmore
<i>Orn</i>	Nielsen 32' sloop	1924	L. Schoenberger				
<i>Briar Rose</i>	Hanna 31' ketch	1923	John Ough	<i>Patience</i>	Giles 25' sloop/cutter	1936	R. Cleek / T. Menzel
<i>Erica</i>	Archer/Atkin 32' ketch	(1962)	G. & D. Erickson	<i>Aida</i>	25' sloop	(1936)	Walter Knox
<i>Bullfrog</i>	Garden 30' cutter	1947	M. & N. Rogerson	<i>Tar Baby</i>	Herreshoff 30' sloop	1939	M. & G. McQueen
<i>Reunion</i>	Morse/Carter 32' cutter	late 1800's	Mason Stober	<i>Vinga</i>	Herlen 26' sloop	1936	Faith Tamasin
<b>GAFF THREE</b>							
<i>Mary Francis</i>	Custom 26' sloop	1946	Ron Sailor	<i>Chimera</i>	Nunes 30' sloop	1938	Bill Belmont
<i>Kitty Sark</i>	Wittholz 16' catboat	1949	Alice Collier	<i>Vim</i>	Davis 27' sloop	(1956)	Steven Gann
<i>Adelaide</i>	24' sloop	(1885)	Rich Cogswell	<i>Arcturas</i>	Herreshoff 30' ketch	1947	G. Stanley Guth
<i>Renegade</i>	Hess 25' cutter	1950	W. & P. Reiss	<i>Pisces</i>	26' sloop	(1933)	Kurt Kichstaedt
<i>Pilgrim</i>	Atkins 30' cutter	(1956)	Peter Thomsen	<i>Can-Can</i>	28' sloop	(1935)	Kevin Cleek
<i>Paddy West</i>	Mower/Day 26' yawl	(1938)	M. & S. Proudfoot	<i>Win King</i>	Dunham 28' sloop	1946	Max Teagarden
				<i>Emily</i>	Garvie 27' sloop	(1974)	W. C. Garvie / K. Parker
<b>MARCONI ONE</b>							
<i>Java Head</i>	Mowen 44' cutter	1933	George Lino	<i>Madbear</i>	Scandinavian Sailing Assoc. 25' sloop	1941	D. Broadbear / M. Madigan
<i>Coriolis</i>	Hunt 41' yawl	1938	Douglas Adkins				
<i>Vim</i>	Reimers 43' sloop	1937	Gary Rice	<i>Flirt</i>	Mower 30' sloop	1901	J. & D. Brenden
<i>Anacapa</i>	Alden 44' cutter	1935	Gary King	<b>OCEAN ONE</b>			
<i>Delaware Dolly</i>	Garden 40' ketch	(1968)	Don Sanders	<i>Orion</i>	S&S 56' yawl	1934	Stephen Crow
<i>Contenta</i>	Lapworth 40' sloop	(1960)	Chuck Levdar	<i>Sally</i>	59' sloop	(1978)	Donn Champion
<i>Rusa</i>	Reimers 40' sloop	1957	R. Clyde & Partners	<i>Dorade</i>	S&S 52' yawl	1929	Robert Keefe
				<i>Adios</i>	S&S 60' yawl	1938	D. Harlander / Q. Lewton
<i>Landfall II</i>	Schock 48' schooner	1934	B. Dwight / Clair Culver	<i>Xanadu</i>	Rhodes 55' yawl	(1949)	Dusan Mills
<i>Cavu</i>	Monk 40' ketch	1940	R. & J. Alderson	<i>Rowena</i>	Rhodes 49' cutter	(1964)	Barre Stephens
<i>Danzante</i>	Lapworth 40' sloop	1960	Barry Herman	<i>Swift</i>	Luders 44' yawl	1930	U.S. Naval Air Station
<i>Camarada</i>	Stone 42' schooner	1904	Arthur Swisher	<b>OCEAN TWO</b>			
<i>Halcyon</i>	Garden 43' ketch	1964	Roger Fleck	<i>Chorus</i>	Kettenburg 38' sloop	1946	P. & K. English
<b>MARCONI TWO</b>							
<i>Jinker</i>	Crocker 40' cutter	1937	John Walters	<i>Taaroa</i>	Rhodes 42' sloop	(1960)	J. Hansen
<i>Nautigal</i>	Spaulding 38' sloop	1938	C. Corson III				J. Lewitz
<i>Ingwe</i>	Atkins 37' ketch	1937	Jay Gardner	<i>Puffin</i>	S&S 40' yawl	1963	Paul Major
<i>Miss Crumpet</i>	Nickum 36' ketch	1934	Gordon Smith	<i>Valencia</i>	S&S 40' sloop	1957	Jim Schultz
<i>Lahlia</i>	Crocker 36' ketch	1938	E.P. Halley	<i>Mistress II</i>	Stephens Bros. 38' sloop	1939	F. & D. Searls
<i>Patience</i>	Herreshoff 36' ketch	1946	E. & P. Gibson				
<i>Foxen</i>	Alden 39' sloop	1957	Cary Fergus	<i>Stormy</i>	Ohlson Bros. 36' yawl	1955	Michael Douglas
<i>Suzy Q</i>	Alden 40' ketch	1937	W. & D. Hansen				
<i>Genii</i>	Herreshoff 36' ketch	(1947)	H. Pratt / C. Hendrickson	<i>Cedalion</i>	Stephens 38' sloop	1940	K. & L. Limbach
				<b>DSN/DNF:</b>			
<i>Delfin</i>	Garden 45' ketch	1970	Fred Koopman	<i>Anna Maria</i>	Atkin 32' brigantine	1964	John Osborn
<i>Salt Flower</i>	Hanna 35' ketch	1923	Bruce Westrate	<i>Evening Star</i>	Alden 54' yawl	1936	William Vaughan
<i>Wanderbird</i>	Garden 35' ketch	(1965)	B. & S. Martinie	<i>Flying Spray</i>	McGinnis 26' sloop	(1936)	Randy Dirth
<i>Mickey</i>	38' sloop	(1928)	Paul Batey	<i>Fortune</i>	Garden 35' ketch	1964	Richard Milner
<i>Moonlight Bay</i>	Hand 35' ketch	(1947)	Brian Larsen	<i>Grisette</i>	Hope 49' cutter	1904	Betty Mann
<b>MARCONI THREE</b>							
<i>Dolphin</i>	Reimers 31' sloop	1939	Jim Leech	<i>Holganza</i>	Hoff 36' yawl	1940	Frank Ecker
<i>Eclipse</i>	Reimers 31' cutter	1940	R. & M. Biller	<i>La Creole</i>	40' ketch		Barry Norback
<i>Duyong</i>	34' ketch		Paul B. Hartnett	<i>Lady B</i>	Herreshoff 32' yawl	1904	Bruce Lewsadder
<i>Mickey</i>	Kiedel & Primrose 32' yawl	1930	Frank B. Court	<i>Merriman</i>	Atkins 30' cutter	(1953)	P. McManus
				<i>Shearwater</i>	Wells 65' schooner	(1929)	T. Donnelly
<i>Viator</i>	Winslow 32' schooner	1929	Tom Davis / Bill Telliffe	<i>Spike Africa</i>	Sloan 64' schooner	1970	Robert Sloan
<i>Aeolus</i>	Dewitt 34' sloop	(1961)	W. B. Rickman	<i>Suds</i>	Wayland 34' cutter	1934	Suzanne Abbott
				<b>DSQ:</b>			
				<i>Katika</i>	Atkin 33' sloop	1945	Edward Johnson
				<i>Whimbrel</i>	Cox 24' sloop	1959	Clark Arquette



# MASTER MARINERS

The post race party, including dinner and awards at the Encinal YC in Alameda, was held in the finest Master Mariner tradition. There was a lot of talk about wooden boats, a brisk business at the bar, a few short tempers, and a lot of celebrating. Suzanne Abbott presided over the awards giving and reportedly handled both the winners and losers with equal aplomb.

One of the toughest moments came when the crew of *Danzante*, a 40-ft. Lapworth

sloop, vehemently protested their not receiving the trophy for the entrant traveling the farthest to compete. *Landfall II* from Long Beach won that prize.

*Danzante's* owner Barry Herman has spent the last five years exploring the waters of Alaska and was heading south to Mexico. Laying over in Sausalito, he decided to enter the Master Mariners. He and his crew couldn't understand why they didn't get the long distance award since he had given an Alaskan address. Abbott explained that

Happiness is having someone to wear Master Mariners T-shirts with.



Another version of happiness.

several owners give addresses from far flung locales, but as far as she knew before the race, *Danzante* was berthed in Sausalito.

*Danzante* suffered double indignity that evening. She had been involved in an incident at Crissy Field, having forced the starboard tack *Anacapa* to change course at the mark. Herman checked with the race committee to see if any protest had been lodged, and got a "no" answer. When the results were posted, however, he was shocked to find he'd been DSQ'd. Abbott admits there was a screw-up somewhere along the line, and Herman is appealing the decision.

Shortly after the modern revival of the Master Mariners Regatta in 1965, Alameda attorney Bill Vaughn wrote in *Yachting* magazine about the history of the event. Started in 1867, it was a fiercely contested race among coastal vessels and bay work boats. "It differed from the usual yacht race in that the competitors were large working vessels and the men who sailed them were professionals," says Vaughn, who owns the 54-ft. Alden yawl *Evening Star*.

Now, 115 years later, the intensity of the race has not diminished, even if the makeup of the fleet and crews have changed. For those who participate, it is a chance to live out dreams of nautical glory from an age gone by. For spectators, it is a jump back in time to the golden age of yachting. For everybody it's a chance to be "salty" and have some fun.



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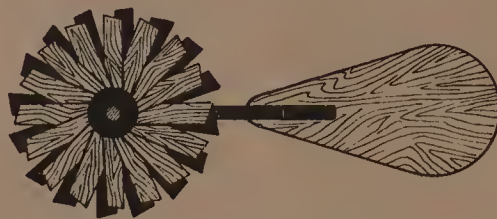
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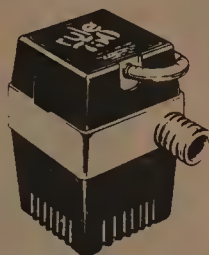
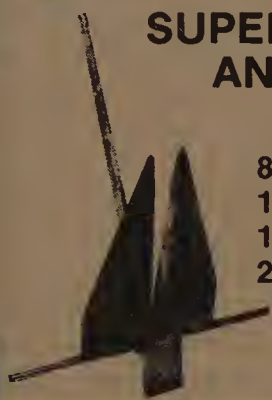
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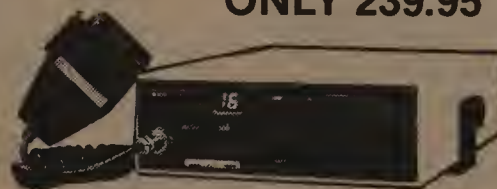


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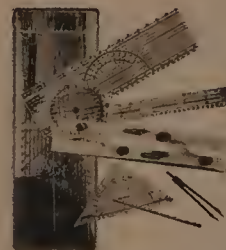
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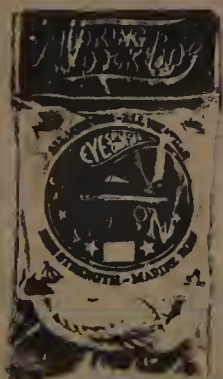
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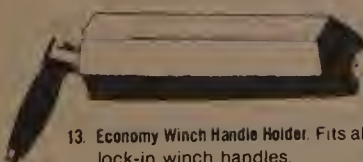
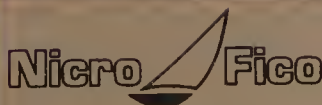


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# LET'S GO &

We made it! We actually made it! I had my doubts a few times but no more. No more ice or shore power. No more docklines or slip payments. We are off and running with the wind. We are finally "cruisers". On Monday, November 2, 1981 at 10:00 a.m. we sailed

some of our experiences with everyone who harbors a similar dream.



Rob Coleman, driving his Columbia 30, *Samba Pa Ti*, out of the Berkeley Harbor the last time before heading south.

under the Golden Gate Bridge just like so many times before except for one slight difference. We had no idea when we would return, if at all, to the San Francisco bay area, our home for nearly thirty years. The four of us: *Samba Pa Ti*, a 1972 Columbia 30, Capone, a big green parrot, Lorraine, my wife and the world's best first mate, and myself, a 32-year old "retired" lumber salesman, were headed for the South Pacific. A dream was becoming reality and even though we were just leaving we had already come a long way.

In February, 1978, I was working at a modest job living in a modest house in San Francisco's east bay. Lorraine was also working but at opposite hours from mine. It had almost reached the point where we were leaving notes for each other addressed "To whom it may concern" when Lorraine said one day, "Let's do something crazy, we never do anything crazy anymore". Having been sailing once before, I suggested that we sell our house, buy a sailboat and sail around the world. Adventurer that she is, she agreed enthusiastically. The dream born that day is now reality and as we prepare to leave San Diego for Mexico, we would like to share

As I mentioned, our entire yachting experience consisted of one daysail on the bay complete with food and beverage. We had a great time but thanks to a little too much beverage, we didn't learn anything about sailing or navigation. Basically, we knew nothing at all about what we wanted to do and we had to start somewhere.

Since we would be living on the sea, an Oceanography class at Diablo Valley Junior College seemed like a perfect first step toward our new life. We studied everything, from microscopic animals to the largest whales, from tidal ranges to beginning navigation, from ocean currents to weather systems. We also enrolled in a Scuba class and after several ocean dives and Scuba certification our feelings of apprehension toward the unknown gradually evolved into feelings of respect. As our knowledge and understanding of the great oceans grew, so

did our desire to break away from landlocked life. We felt more and more that we belonged afloat.

So far, so good, but we were still missing two very necessary ingredients: a boat and the ability to sail it. Lorraine sent away for a very expensive homestudy course on sailing and seamanship, which turned out to be excellent. Actually, when compared to sailing lessons, the course was quite reasonable. We began to learn a whole language, delving into such mysterious words as "gunkholing" and "baggywrinkle". Lorraine's first question was "what is a boat hook?". We were definitely neophytes but we learned fast. We subscribed to a sailing magazine and joined a book club three times. We were drowning in information, much of it contradictory. Double-enders and raked transoms, fin keels and spade rudders, full keels and clipper bows; it seems that everyone had a different opinion on the "perfect cruising boat".

We went to all of the boat shows and talked to every yacht broker in the bay area. They all were selling the "perfect cruising boat". What a tough decision! We studied the *Independent Yacht Survey*, an excellent publication which rates mainly production boats and gives a hopefully unbiased opinion as to whether or not all these "cruising boats" will actually stand up to the rigors of ocean travel. We learned about stability, tracking ability, wetted surface, balanced rudders, ballast to displacement ratio, types of rigs, and on and on. We read articles by cruisers and we talked to everyone we could find with actual experience. We discovered that we would probably see just about every kind of boat imaginable the further we cruised and that the average size would be between 28 to 35-ft.

We finally decided on a heavy, solid, dependable double-ender like a Westsail 32. Only problem was we couldn't afford one. So we opted for a "learning how to sail" sailboat which we could trade in when we were ready. In October of 1978 we purchased a super clean 1972 Columbia 30. She is sloop rigged and has tiller steering which I would recommend for anyone just learning



# DO SOMETHING CRAZY!

to sail. She also is very spacious thirty-footer with 5,200 lbs. ballast, fin keel and spade rudder. Quite a far cry from a Westsail but she seemed to be perfect not only for learning to sail, navigate, etc., but also for beginning the adaptations necessary when one decides to condense a three bedroom house lifestyle into a 30-ft. floating home.

I should mention here that by this time we had managed to go sailing one more time on our friend's 26-footer and that our third excursion into the world of yachting was our test sail on the Columbia. There we were, our eyes bugging out, thinking to ourselves, "Wow, isn't this boat leaning over a bit too much?" while the fellow from the brokerage was stretched out enjoying himself. We still had a long way to go but, at least we had a boat.

We named her *Samba Pa Ti* (an oldie but goodie by Santana which means as near as we can figure, "dance for you") and then enrolled in the "School of Hard Knocks". Leaving the dock in the Oakland estuary wasn't too bad but getting our new 11,000 lb. toy back in was a different story all together. "I'll grab on to that boats stern pulpit and you jump off and tie her up," I explained to Lorraine. Fortunately, I didn't dislocate either shoulder or tear the pulpit off the other boat, and we had returned safely from our first voyage. "Next time we'll hoist the sails", I said and soon we were venturing as far as the Bay Bridge all by ourselves!

We signed up for and passed both the Power Squadron's Safe Boating Class and the Coast Guard's Sailing and Seamanship Class. They were both free and the Coast Guard class was excellent for new sailors. We did most of our learning out on San Francisco bay after we moved *Samba* to her slip in Berkeley. We would read about the way things were supposed to go and then go out and practice. Whenever something went wrong we always knew it right away because we never lacked for wind. We would figure out what we were doing wrong if we could and then go out and practice some more.

We joined Berkeley YC and whenever we needed help we always found someone with experience in the club. As we developed effi-

alone. Our final decision to keep her was made much easier by the skyrocketing interest rates.

When *Samba Pa Ti* came into our lives



Lorraine, "world's best mate", holds a Bonito snagged off Santa Cruz Island. Spreading on the following page: anchored in La Paz.

cient sailhandling systems, we concentrated on always doing everything the same way each time. For example, if one of us had to shake a reef out of the main we would always know how the lines were secured even in the dark no matter which one of us had tied the reef in.

After much practicing and learning, we made several pleasant discoveries. *Samba Pa Ti* was not only spacious but very fast and fast is fun! She is very responsive in light airs and her fin keel allows her to track very well. Who needs a full keel? Our vision of a heavy double-ender as the only way to cruise changed over the years and we decided to keep our Columbia. She's extremely well-built with a balsa core hull that is over an inch thick below the waterline and is very dry with her high freeboard. She has ample space below for two people to live and travel comfortably yet the sails and rigging are small enough that either of us can handle the boat

she was nearly naked with only a mainsail and a working jib to her name. She was rigged for daysailing on the bay and weekend parties at the dock with hot and cold pressure water and an alcohol stove. The main cabin is quite large with a fold-up table in the center and 7-ft. settees down each side. The backs of each settee folded up to make four berths (bunkbeds is a more accurate term because there were no lee cloths to hold a body in). They were only usable in the quietest of anchorages or at the dock. Forward of the mast on the port side is a large head complete with shower and across from the head, two large hanging lockers. A curtain separated the double v-berth all the way up forward from the main cabin. No organized stowage, no handholds, not even a small bookshelf. Her power plant was a four cylinder gas Atomic Four and she carried 30 gallons of gas and 25 gallons of water. She was pretty bare, but the possibilities were endless.

We began the rather arduous task of converting our simple sailboat into a comfortable cruising home. One of our first purchases was an item no true cruising vessel should be without, a compass. It seems to me that a



# LET'S GO &

compass should be standard equipment on any boat marketed as a "racer-cruiser", but no so. We spent many hours and many dollars in marine stores and today we have a very well-equipped boat. With no experi-

"It had almost reached the point where we were leaving notes addressed to 'To whom it may concern'. Then Lorraine said, 'Let's do something crazy, we never do anything crazy anymore.'

ence it was difficult to know what to buy so we solicited opinions wherever we could, sifted through all the information, and came up with our own decisions. We then shopped around for the best price without sacrificing quality. Someday I plan to list all of the gear that we bought and all of the modifications we felt were necessary.

We sold most of our belongings, stored the rest, found homes for our dogs, and moved into a spare room in Lorraine's mother's house in Oakland. Our house in Concord was rented to good tenants in April of 1980 after a solid month of garage sales, flea markets, house cleaning and painting. Lorraine and I were still working full time, still opposite schedules and spending money on large boat items as fast as we made it. We purchased our steering vane 18-months before we would have a chance to install it. We increased our sail inventory with a 135% genoa, a storm jib, and a cruising spinnaker and spent every day off either working on the boat or practicing on the bay.

Our first ocean excursion in autumn took us up the coast to Drake's Bay. What a gorgeous sail! A perfect breeze, the bluest water and wall to wall sunshine! "This is what it's all about," I thought; "All our hard work

is going to pay off." Our first overnight anchoring was a roaring success, the wind roared through the anchorage at 25 knots all night and we didn't move an inch. We discovered to our amazement that the ocean can be completely flat even though the wind is howling through the Gate and we motored all the way back. Back to Berkeley and back to school. We enrolled in the Nautical Science program at Alameda Junior College beginning with Coastal Navigation. Even experienced sailors and racers improved their

navigation skills in this class. We continued our education and completed Celestial Navigation I and II and also Weather for Mariners.

I 'retired' in the Spring of 1981 and began working full time on the boat; I mean really working. I lost 20 pounds during the first two months of 'retirement'. Lorraine quit her job in July and by the end of August most of our cruising gear was installed. The





# DO SOMETHING CRAZY!



dodger, bow roller, windlass, and steering vane were mounted. Lorraine fiberglassed plywood reinforcing panels into the transom for the vane and I built a chain locker under the V-berth to hold our 250-ft. of chain. The chain travels from the windlass to the locker via two-inch black plastic pipe so that all of its weight is below the waterline. We dropped the mast, stripped it to bare aluminum, had it repainted, and then installed all new lights, wiring, and rigging. I must emphasize that neither of us had ever done any of these

things before. We did everything ourselves and we know know every inch of *Samba Pa Ti*, inside and out. Our confidence grew by leaps and bounds, not only in ourselves, but also in our vessel.

By September, *Samba* was ready for a shakedown and we set sail for Half Moon Bay, Monterey, and Stillwater Cove. We found another vessel in the fog and towed him for about five hours till the wind picked up. The boat was named *Jetstream*, his engine died, and he was headed north for the Big Boat Series. We had never towed another boat before, much less a 43-footer through ocean swells. Everything went well and we learned about three-hour watches and overnight traveling. We danced in the cockpit like little kids as we watched the neon green phosphorescent trails left by sealions playing in our wake. As we returned to San Francisco bay we wondered aloud how long it might be before we would sail west under the Golden Gate again.

Back to Berkeley and back to work because the interior still needed remodeling and by mid-October *Samba* had two pilot berths for sleeping at sea, bookshelves down each side, and a two-burner kerosene stove instead of the old alcohol. Also new were a combination nav station/Ham radio installation and a 14 gallon fresh water tank. I took my Ham license test two days before we left the bay area. We purchased all of our charts and spent three solid days updating them. Somehow we found time to varnish all of our canned goods (approximately 250 cans) so that they wouldn't rust and Lorraine divided 50-pounds of wheat and 25-pounds of rice into airtight "Seal-a-meal" plastic bags. She did the same with all different kinds of dry beans, batteries, film, and even envelopes. Our lists of things to do and buy seemed to always grow longer instead of shorter, and *Samba Pa Ti* was sitting lower and lower in the water.

One week before we planned to depart, I had a friend check out our nine-year old engine and it took five hours just to remove the head. Needless to say, it was

shot to hell! Four days later and many dollars poorer, *Samba* had a brand new engine. We had removed the old one and installed the new one ourselves, postponing our departure only seven days. When I came up with

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"We sold most of our belongings, stored the rest, found homes for our dogs, and spent every day off either working on the boat or practicing on the bay."

---

this "crazy" idea, neither one of us had any idea how much time, effort, money, and patience would be required. And, it's still hard to believe we worked as hard as we did. At least we were working together though, toward a common goal, and we grew steadily closer to each other.

Everything became more hectic as the final day approached. We figured out our income tax, cancelled our telephone and insurance, and sold both of our cars. We each went to our dentists, and got typhoid shots and tetanus boosters from Kaiser. We were running around like the proverbial headless chickens. Cutting all ties was both painful and exciting, and we waved a tearful goodbye to our home, friends, and family. *Samba Pa Ti* is now our home and we are meeting many new friends along the way. One of the most difficult parts of leaving was going "cold turkey" without *Latitude 38* so we brought a few old copies to ease withdrawal. As we travel further we will keep in touch and pass along information which might be useful to anyone following in our wake.

— rob coleman



# TRANSPAC

Those sailing the Ballena Bay YC's 1982 S.F. to Kauai crewed TransPac probably won't see many fireworks this year. They start their race at noon on the Fourth of July off Baker's Beach in San Francisco. By nightfall, many of the sparse, yet sleek, fleet should be well offshore and hell bent for Nawiliwili on "the garden island of Kauai."

The inaugural S.F. to Kauai race in 1980 drew a fleet of 40. The winner was the redoubtable *Merlin*, Bill Lee's custom 67-footer under charter to a group headed by Norton Smith. The large turnout for a first time race prompted visions of an even bigger fleet this year, but it looks like the general sagging economy has taken its toll. In fact, this year's race may have little more than half the number of starters two years ago.

The fleet will not lack in experience or savvy, however. Topping the list of contenders is *Merlin* again, with two of her 1980 crew, Darryl Anderson and Rolf Soltau, heading up the "Fast Syndicate." Skipper Anderson reports that Bill Lee completely refinished the boat this spring. She is once again rigged for speed after last year's L.A. to Honolulu TransPac, when she was required by the race committee to carry smaller sails and more ballast.

While there are few boats anywhere in the world which can match *Merlin*'s downwind boatspeed, there are several in this year's TransPac that can certainly challenge her corrected time honors. Clay Bernard's Davidson 49 *Great Fun*, and Sy Kleinman's Frers 58 *Swiftsure* are big, fast boats with able crews. There are also two Bruce Farr designs entered, Larry Stewart's 52-ft. *Zamazaan* and Jerald Jensen's brand new 48-ft. *Sanguind*. All four boats are using the TransPac as a feeder race to this summer's Clipper Cup races in Hawaii in August.

Three of *Zamazaan*'s crew were part of *Merlin*'s winning effort in 1980. They are owner and skipper Larry Stewart, watch captain Roland Mays, and Al Cavey. All eight members of *Zamazaan*'s crew are part of a charter arrangement, which has brought in money to outfit the boat with new spinners and her first mylar and kevlar sails.

*Sanguind* is Bruce Farr's latest "cruising racer" design. In 1980, his brand new 38-footer *Timber Wolf* won her division and was third overall. Dentist Jerry Jensen hopes to have similar success with *Sanguind*. He's



Shaking things down on *Sanguind*.

had mixed luck so far, getting holed at the start of May's Buckner race, but then taking line honors for the June 13 Lightship contest.

Two boats which have done very well in local racing are Roy Raphael's Wylie 34 *Magic Too* and Jim Walton's Swede 55 *Temptress*. Raphael won his YRA one design divi-

sion last year, the Champion of Champions, as well as the IOR II Gulf of Farallones Series. *Magic Too* will be at the short end of the IOR fleet, rating 24.8 feet, just over the minimum rating of 22.0.

*Temptress* will be a very real threat in the PHRF division. She swept last year's PHRF 1 ocean racing series and has done well year in and year out both on the bay and the ocean. The long, slim 52-footer (she's de-

## IOR DIVISION

Boat	Type	Rating	Skipper	Home Port
<i>Mariko</i>	Olson 30	31.2-ft.	Stephen Cook	Carmel
<i>Great Fun</i>	Davidson 49	41.0	Clay Bernard	Pt. Richmond
<i>Sanguind</i>	Farr 48	41.2	Jerald Jensen	Fremont
<i>Swiftsure</i>	Frers 58	48.4	Sy Kleinman	San Jose
<i>Magic Too</i>	Wylie 34	24.8	Roy Raphael	Richmond
<i>Quamichan</i>	Davidson 44	31.4	California Maritime Academy, Clark Greg	Vallejo
<i>Merlin</i>	Santa Cruz 67	90.5	Fast Syndicate, Darryl Anderson, Tiburon	
<i>Zamazaan</i>	Farr 52	41.1	Larry Stewart	Sausalito

## PHRF DIVISION

<i>Temptress</i>	Swede 55	66	Jim Walton	Pt. Richmond
<i>Abraxas</i>	Tartan 37	120	James Scovel	San Francisco





LATITUDE 38/SVC

signed to the 55 square meter rule, hence the Swede 55) isn't as light or as fast as some of the above mentioned boats. However, owner/skipper Walton has loaded her with successful TransPac veterans. Three of his six man crew, Steve Baumhoff, Cliff Stagg and Bill Brandt, helped sail *Sweet Okole* to her 1981 TransPac overall victory. Baumhoff and Stagg were also on 1979 division winner *Brown Sugar*.

Besides *Merlin*, there are two other ultra light displacement boats (ULDB's) of note. Both are Olson 30's: Stephen Cook's *Mari-ko*, sailing in the IOR fleet, and Geoff Eisenberg's *Bullet*, sailing under PHRF. With four Olson 30's in this year's singlehanded TransPac and two in the crewed version, it seems this Santa Cruz product is becoming a popular boat to race across the Pacific.

*Bullet* is also serving as a test platform for a host of electronic navigation aids, all run by solar power. Eisenberg, a marine supplier, will use a Solec 2 amp charger panel to keep his 12 volt deep cycle battery going. From that power system, he'll operate a SatNav, Single Side Band radio, Loran, VHF radio and a couple of meters that show their true speed and best course downwind. The cabin lights are fluorescent to draw less power, and the running lights use "O" cell batteries. Geoff figures he's saving 200 to 500 lbs. by not having an engine or generator or fuel on-board. On the long downwind slide to Nawiiliwili, that could translate into a lot of time saved.

One other ULDB scheduled to go in spite of logistical problems was *Robin*, one of the new Hobie 33's. Hobie Alter of catamaran fame has spent several years perfecting his first monohull, and the prospect of the boat going head to head with the Olson 30's is an intriguing one. Multi TransPac veteran Skip Allan was the intended skipper, but he backed off when it became apparent there would be a big rush to get the boat ready on time. Lewis Wake is now listed as the skipper, and Skip has signed on with *Merlin*.

The sentimental favorite for the race has to



PETER COSTELLO

Geoff Eisenberg's solar-powered *Bullet*, an Olson 30.

be "Grandma Betty" Browner, the Alameda attorney who owns *Petrouchka II*, an Ericson 38. Betty, who really is a grandmother, went on her first Pacific race last year in the L.A. to Honolulu classic and now has an incurable case of "TransPac fever."

*Petrouchka II* didn't do all that well last year, finishing 13th in Class D, but Betty says she learned many valuable lessons. Among them were how to bathe with 2 cups of fresh water, how well she could sleep at sea, and that the race is tremendous fun. She's also assuming more direct responsibility for the crew's nutritional needs this year; she's taking along five complete home cooked meals, along with plenty of vegetables, fruits and vitamin fortified juices.

Betty also had a bit of advice for all TransPac'ers. She says the first thing you should do when you get through finishing the race is to clean the boat out: strip the lockers, wash the boat down, fix whatever needs fixing. When that's done you can go partying, otherwise the boat will never get ready for the return trip. We figure words of wisdom from a grandmother attorney about to embark on her second TransPac in as many years are real pearls. Whether or not they fall before swine remains to be seen.

If you want to keep up to date with the race, the sponsoring Ballena Bay YC will have an information phone number for use after the race starts. The number, 521-6435, will be staffed from 9:00 am to 9:00 pm, but fleet standings will only be given out after 5:00 pm daily.

<i>Bullet</i>	Olson 30	102	Geoff Eisenberg	Santa Cruz
<i>Gypsy Warrior</i>	Freya 39	138	Rick Gio	Santa Rosa
<i>Starkite</i>	Catalina 30	174	James Corenman	Alameda
<i>Special Edition</i>	Wilderness 30		Eric Sultan	San Jose
<i>Genesis</i>	Pearson 530	96	Phoenix Kauai Race	
			Syndicate, Gene	
			Haynes	Alameda
<i>Duende</i>	Cal 40	114	James Coyne	San Francisco
<i>Blue Streak</i>	Cal 39	108	Sam Whiteside	Lafayette
<i>Apple I</i>	Hans Christian 38	180	Frederick Rodney Holt	Cupertino
<i>Petrouchka II</i>	Ericson 38	114	Betty Browner	Alameda
<i>Allegro</i>	Cal 2-30	174	Manfred Rose	San Jose
<i>Sassenach</i>	Santana 35	114	John Paxton	Los Gatos
<i>Robin</i>	Hobie 33	90	Lewis Wake	San Juan
				Capistrano



"What am I doing here?" was all I could think to myself as another river of icy water found its way down my neck. We were beating up the coast, and even though I was supposed to go off watch half an hour ago, our skipper wanted us all on the rail until we were around the point.

"Could you work out the apparent wind for the next leg?" he asked the navigator, who was sitting forward of me on the rail.

The navigator got up and disappeared down the hatch, leaving me in the number one position on the rail. We slammed into another wave, sending a shower of spray down on my head and another frigid river down my neck. It wasn't really all that windy, but we were hitting the waves just right so that I was having a miserable time.

"52° at 18 knots, if we sail rhumb line," shouted the navigator from below after a few minutes.

"Okay," answered the skipper, "we'll go with the high clew, and we'll probably want the staysail also. Get yourselves organized for the change, but we won't start until we crack off around the point."

After five more very wet and cold minutes we were rewarded with a spectacular view of the point, and then kept ourselves occupied with the sail change and the staysail adjustments. Finally it was time to go off watch. The skipper told us not to get too comfy though — if the wind lifted us at all, we would all be needed to put up the reaching chute.

Once below, I took off my float coat and sweater and started searching through my duffel bag for a dry flannel shirt.

"You really got soaked!" observed the sail trimmer from the opposite side of the cabin. "Don't you have a hood for that coat?"

"Yes, but it's a snap-on, and I forgot the damn thing!" I answered. "Which wouldn't be so bad if I hadn't also forgotten my watch cap!"

"You think you have problems," added our best winch grinder, who had already found his way into one of the aft berths. "I walked out the door this morning without my sea boots! My feet are okay now, but tonight's going to be cold!"

"Don't you guys use a checklist?" said the trimmer as he reached into his sea bag. "I haven't forgotten any of my personal gear since I started using this one."

"Sure, I made one up once," I said. "But

there were a few items I forgot to put on the list, which made it worse than no list at all. Anyway, it's gotten to be almost automatic, assembling everything I need to bring for an

"Remember," he continued, "the purpose of a checklist is just to remind you of things you might have forgotten, not to tell you what you need. So before each race I cross off most of the items, and check off the others as I load up."

"Some of these things look pretty uncon-

## OCEAN RACING CHECKLIST

Foul weather gear

Float coat

Sea boots

Wool hat

Wool socks

Float coat hood

Sweaters

Polypro underwear

Polypro inner socks

Polyester pile jacket

Polyester pile pants

Life jacket

Breezbreaker

Flannel shirts

Socks & underwear in ziplocks

Shirts in ziplocks

Wetsuit (with fly)

Wetsuit hood (with ear holes)

Sailing gloves

Climbing gloves

Wetsuit booties & deck shoes

Shorts

Sleeping bag in large waterproof sack

Sheet or light sleeping bag liner

Heavy plastic bag for laundry or wet gear

Towel

Safety harness

Knife

Personal strobe

Personal flares

Whistle

Personal flashlight

EPIRB

Spare batteries & bulbs

Motion sickness drugs

Acupressure wrist bands

Vitamins

Toothbrush & toothpaste

Shaving equipment

Sun cream

Sun visor

Sunglasses

Knee pads

Anti-fog lens treatment

Checkbook & credit cards

Cash & Travelers Checks

Passport & other travel documents

Airline ticket

Address book

Wallet

Keys

Small watertight box for above

Camera

Film

Lense tissue

Snorkeling gear

Good book

Harmonica

ocean race. At least, that's what I thought, until today when I forgot my hood."

"Try using this one next time," he said, handing me a folded piece of paper. "I have more copies at home."

I unfolded the paper, which revealed an amazingly long list of clothing and equipment. The grinder could also see the list from his berth.

"Don't tell me you bring all of that junk!" he exclaimed. "That list looks like what you'd use for a 'round the world race!"

"Obviously I'd never bring all this stuff at one time," he assured me. "For example, today I'm using wetsuit booties with deck shoes over them, so I didn't bring my boots. It was a good choice, too. My boots would have been flooded during that first sail change when the bow dipped, and now I'd probably be shivering like you!"

I hadn't realized it, but I was shivering.

ventional for big-boat sailing," I said as I examined the list in more detail. "I've seen you with your wetsuit and wetsuit hood, and I know all about how you'd rather wear all that neoprene and carry a strobe light in your pocket than use a safety harness, but what are the 'climbing gloves' for?"

"Those are just heavy wool gloves with no fingertips. Of course, with the wire sheets and guys on this boat, I have to switch back to leather sailing gloves for any major sail handling."

"What do you think of the new polypropylene underwear and polyester pile? I've been reluctant to try it because I don't like the feel of synthetics."

"I had my doubts at first, also. When I thought of polypropylene I imagined water ski tow-line. But actually it's very soft and comfortable, more like a cotton sweatshirt. And real warm! The amazing thing about the stuff is that it never gets clammy, ever."



though it absorbs almost no water! In fact, my whole outfit is based on non-absorbant synthetics. I'm wearing polyester pile jacket and pants over my polypro long Johns, then a neoprene and gore-tex 'breezbreaker', and my heavy foulie bottoms. Instead of a sweater, I'm trying one of those new close-fitting life vests under my float coat. The whole rig is extremely warm, buoyant, and there's nothing that will absorb a lot of water if I get drenched."

"Does that mean you've given up on the wetsuit?" I asked.

"No, I'd still use it for really heavy weather, or on a smaller boat. I've never been very cold in my wetsuit, but I can't say I've been warm, either. The gear I'm using now allows for at least the possibility that I'll be dry and toasty, even though it compromises some overboard safety."

Meanwhile I had noticed some other interesting items on the list.

"What's an EPIRB doing on a list of personal gear? That's part of the boat's equipment!"

"It should be, but sometimes I like to bring my own anyway. Why, a few years ago, I raced to San Diego on an ultralight with no radio and a very questionable liferaft. The skipper would never have allowed the extra weight, so I discreetly kept the EPIRB in the bottom of my sea bag. He still doesn't know it was aboard!"

"Speaking of extra weight," I said, "what are these items doing on this list? 'Camera snorkeling gear . . .'"

"Oh, I'd never bring those on a serious race! In fact, last time I did a TransPac, everyone in the crew got a letter before the race saying no cameras, no books, nothing that wasn't essential for the race."

"No cameras! That's pretty tough."

"Actually, the boat had one good camera that we could all use, and everyone got a set of slides. It worked out very well. Cameras are distracting, especially when five people are running around duplicating the same shots."

"Well, I'll certainly consult this list before the next race," I said, folding up the list and slipping it into an inside pocket.

I finally found my flannel shirt and a dry sweater, and sat down on a lower pipe berth to rest while I had the chance. The boat was sailing upright, but still moving fast and very

smooth, as if the wind had in fact lifted — which meant we'd be called on deck to set the spinnaker in a matter of minutes.

"You'd probably be interested in the checklist I use for navigation equipment," said the navigator, holding his opened logbook out to the sail trimmer. "I used to forget something every time before I put it on the inside back cover here."

"Hey, this looks good — I'll have to get a copy from you. But what's a tape recorder doing in with the instruments?"

"It's for recording the weather broadcasts — absolutely essential offshore."

"And what are 'tactical binoculars'?"

"Those are low-power, pocket size binoculars that I use in the bay. They should only be three or four power magnification, so you can see things without having to wait for a flat spot or steady them with both hands. I got them originally because my eyesight isn't so hot, and I instantly went from having the worst eyes on board to the best! I'm hooked,

zipped his duffel bag to get his mittens before going on deck, I noticed a red glow coming out of the bag and shining through the fabric. It went out the instant the zipper closed.

"That's quite a trick. Did you steal the switch from a refrigerator door?"

"Just about. Actually, I got tired of fumbling around in the dark for small items in my bag, so I sewed in some pockets to hold cheap little flashlights with red filters, and they're all wired up to this zipper switch. Classy, huh?"

"Ridiculous — but it gives me an idea. I think I'll get one of those cheap little lights, and tie it to the zipper pull with a short lanyard."

"You'll need one hand to turn it on and shine it in the right direction. With my setup, I can rummage with one hand and hold on in heavy weather with the other!"

Once again we were interrupted by sail handling. Winches spun over our heads as

## NAVIGATOR'S CHECKLIST

### Short Race:

Sailing instructions  
Protest flag  
Stopwatch  
Flag chart  
Tide book  
Course chart  
Course plotter  
Calculator  
Tactical binoculars  
Scratch pad  
Pencils & erasers  
Scratch sheet  
DR log forms  
Coastal almanac

### Long Race:

Sextant  
Nautical almanac & sight reduction tables  
Sight reduction work forms  
Chronometer & spare  
Chronometer rate sheets  
Tape recorder  
Headphones  
Thermometer  
Plotting sheets  
Pencil sharpener  
NOAA charts  
Specialized race charts  
Tide tables & tidal current tables

Weather map plotting charts  
Coast pilot & light list  
Pilot charts  
Cruising guide  
Marine weather service chart  
Worldwide marine weather broadcasts book  
Aeronautical charts (for Omni-Ranges)  
Loran & Satnav user manuals  
Calculator program documentation

and I'll never sail without them. You know, I've found their greatest value is for ranging against shore points. You can . . ."

"All hands! Let's get the 'chute up!"

The spinnaker was up in only a minute or two, but it took more crew on deck to keep everything trimmed, so it was another hour before I went below again. At least it had been a drier ride.

Shortly after dark, when the navigator un-

the jib went up again, and even though there was no "All Hands" call we went up to assist.

It turned out to be a pleasant event, and we were dry and almost warm for the rest of the race. Our skipper even told stories about the "Good Old Days", when hardly anyone had foul weather gear, let alone sea boots or gloves, and getting very cold and wet was an accepted part of sailing.

For many of people it still is, but it certainly doesn't have to be. Just don't forget anything!

— max ebb



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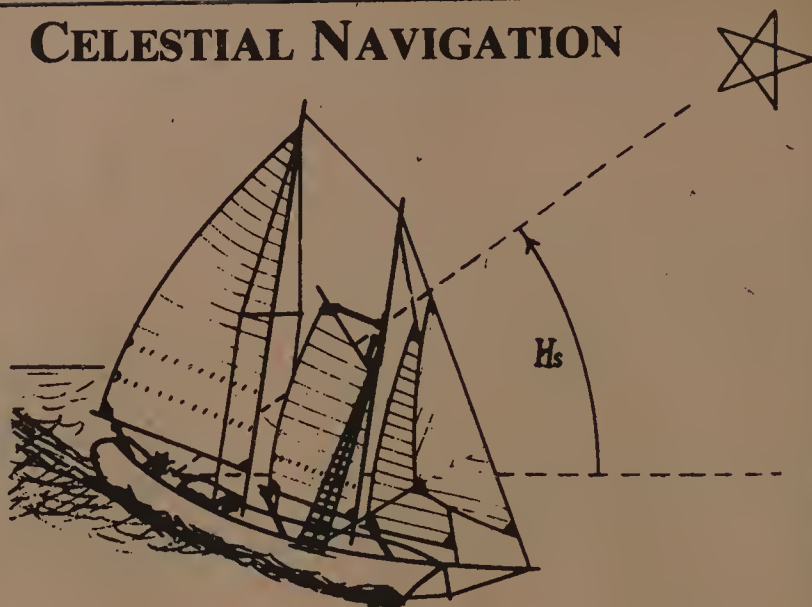
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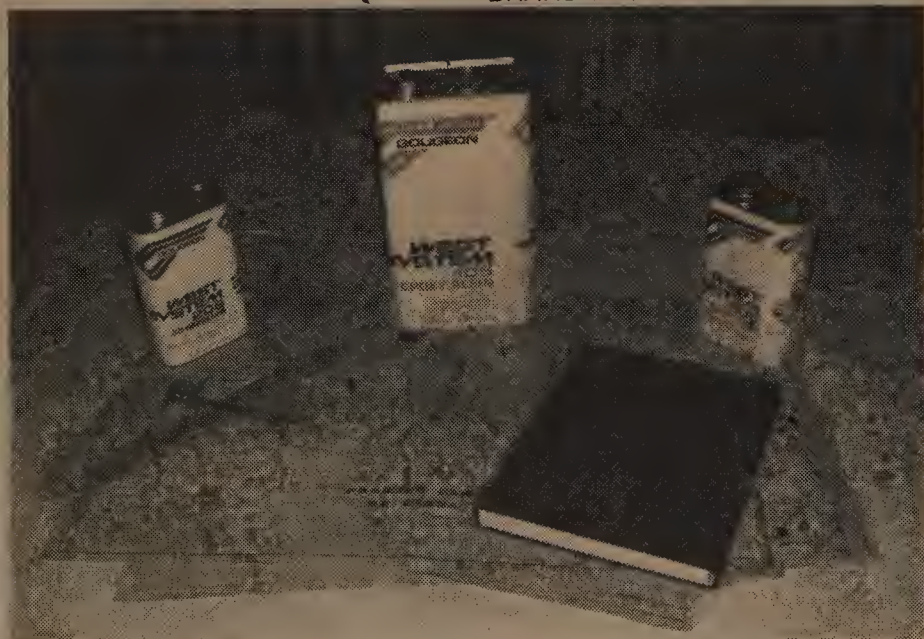
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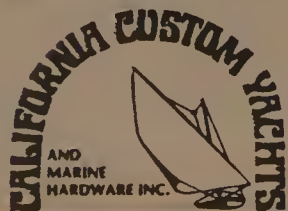
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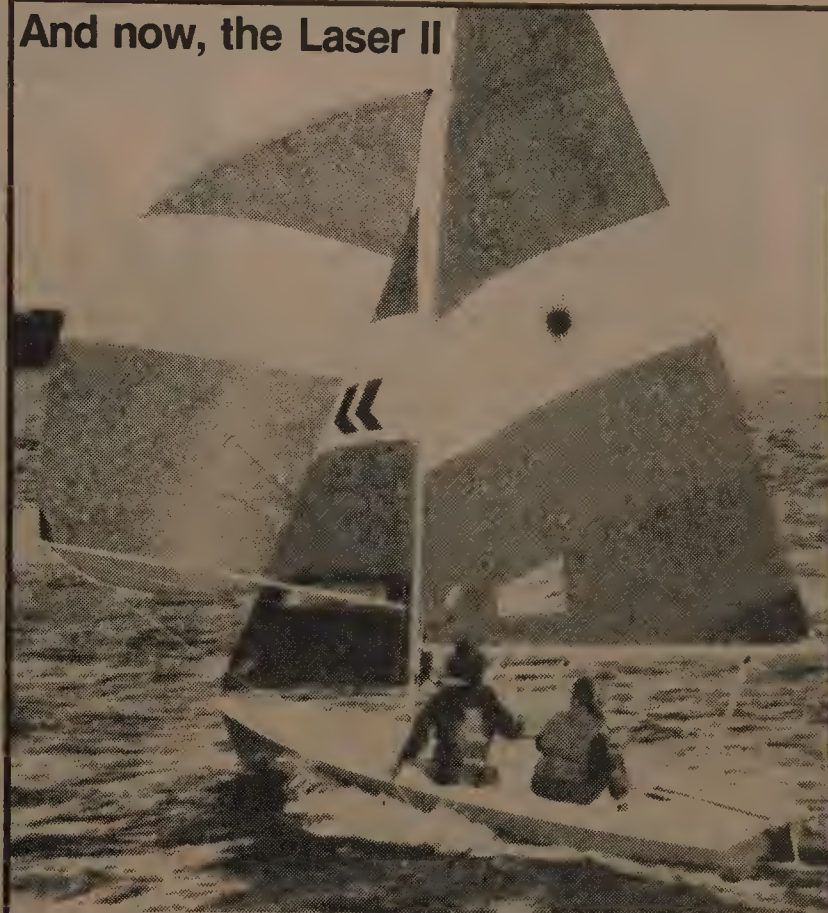
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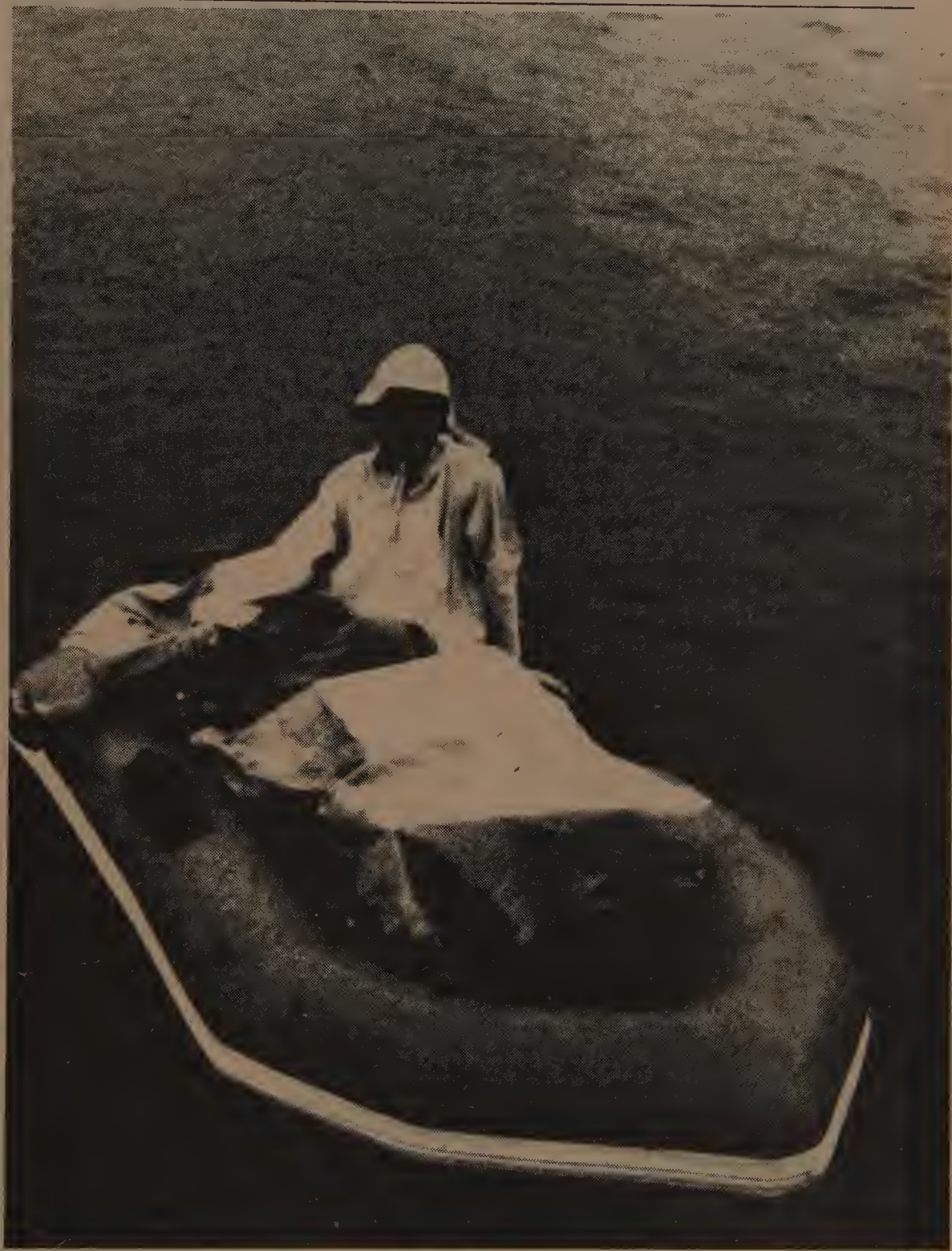
While back in the fast pace of mainland life, we had rashly promised Betty's sister and her two sons that we would meet them in Lahaina four days after getting back to Hawaii. Now we were faced with this endless list provided by my son who had kept an eye on the boat while we were on the mainland. We exchanged looks that clearly said, "What have we done?"

Four days later we were in Lahaina, 70-miles to windward, with the critical items at least under control and the rest on our ever-growing list. We decided that before we went anywhere else a major refit was in order to solve problems that had plagued us ever since we had the boat. Over the next two weeks — with guests onboard — the engine failed multiple times, we ran hard aground on a reef, we tore the mainsail twice, broke the bow roller hitting a dock, and the exhaust hose came off again.

We spent most of the next four months in Keehi Lagoon trying to get the boat back in shape. A bunch of new fuel fittings installed with Loctite seems to have cured the air-in-the-fuel line problem and I spent a week building an aqua-lift muffler out of fiberglass and a new exhaust system for the engine. No more exhaust leaks filling the bilge! We also reset the leaking handrails. No more wet bunks! Things may be improving.

After some long-neglected cosmetic work like revarnishing the cabin sole, oiling the exterior wood and new cushions for the cabin, things were shaping up pretty well. We were ready for our upcoming haulout and it looked like we really could make our November 1st date to leave for the Marquesas. That was before Betty woke up in the middle of one night and said, "I haven't seen the sails lately." We had been stowing our genoa, jib, and staysail on deck, lashed to the lifelines, to give us room below. Now they were gone. We were stunned and sat up the rest of the night in shock. We posted cards at all the marinas promising a reward for information leading to their return, but didn't have any luck.

**S**tealing a cruising boat's sails is a rotten thing to do and could just about ruin someone's lifetime dream. We were lucky we had



Betty brings home the bacon in the rain.

the resources to replace them and to get some used ones from a salvaged boat at a reasonable price. But changing sails is not done lightly. Our 'new' sails are roller-furling and as such stay up all the time. This takes away a halyard we used to use as a topping lift for the spinnaker or whisker poles and a place to rig the block for the pole downhaul. All our halyard winches are now in constant use so we can't raise the genoa — also bought second-hand — or the spinnaker

without dropping the jib. There is also the matter of adding blocks to the halyards to double their purchase, wire halyards that are now not long enough, new leads to the sheets, etc., etc., etc.

**I**sn't cruising fun? Yes it is, because while all this was going on, Betty was taking Scuba lessons, we were going diving, making a lot of new friends, going daysailing on a neat



# INNOCENTS



Thanksgiving table.

old wooden 48-footer, and attending Sunday concerts in the park and a classic movie series at the Honolulu Academy of Arts. You've got to pace yourself. All work and no play makes Larry a dull boy.

Losing the sails blew our South Pacific timetable, so we decided to stay in Honolulu for Thanksgiving and Christmas and then leave for the Marquesas. That gave us time for a shakedown cruise to try out our new roller-furling headsails. What better place to go than to Kaneohe Bay, roughly 40-miles from Keehi, mostly to windward. The trip was in light air and didn't help our shakedown objective, but that bay is spectacularly beautiful and our two weeks enjoying the gracious hospitality of the Kaneohe Bay YC were a delight.

Betty wanted to re-visit Lanai, her favorite island, and we had time before Thanksgiving for a quick trip. The shakedown cruise was great, we had everything from light air to 40 knots, all of it on the nose. The roller furling worked so well, I hope somebody steals our mast so I can get a roller-furling main and never leave the cockpit.

At Lanai two things made us decide to stay and spend Thanksgiving there. The weather was terrible, and the people were great.

We met a group who spent most evenings down at the beach fishing, cooking out, and singing along with their ukeleles. Elvis Presley is alive and well, living on Lanai in the form of Ralph, who sounds exactly like him. We went spearfishing with them, shoot-

ing a bunch of kole — called the 'Royal Fish' because in ancient times only the King was allowed to eat them — an octopus, and a scorpion fish — ugly but good to eat. They also drove us on tours of the island, loaned us their cars to go shopping, and filled our boat with pineapples. We were invited to have Thanksgiving dinner with them so we got my son to fly in from Honolulu to join us.

They had been working on their imu — an underground oven of hot rocks — for a week, what with digging the hole, gathering the wood and rocks, etc. (They know how to pace themselves, too.) The night before

ALL PHOTOS BY BETTY ANN MOORE  
AND LARRY RODAMER

Thanksgiving we helped by wrapping Lau-laus. Lau-laus are pork, beef, or venison, butterfish and salt salmon and chopped taro stems, wrapped in taro and ti leaves. The lau-laus went into the oven along with octopus, pork butts, wild turkeys (the eating, not drinking, variety), and banana leaves and stems to make steam.

When I asked how they were to get the fire to start in the pit — this was before adding the food, I was told "tinna". I thought this was some ancient and secret Polynesian fire-starting method until they poured a gallon of paint thinner on the fire. Sometimes they speak pidgin and laugh at us haoles.

The dinner was great. There were six of us from three cruising boats, four or five people in on boats from Honolulu, and fifteen to twenty local people. Naturally the table was decorated with pineapples! Betty made pumpkin pies and a woman from another boat made apple pies, so we did have some traditional touches. We also brought along a few bottles of cold champagne — God bless our working refrigerator — and Chiruco, one of our new friends, tried it for the first time. By eight o'clock he was asleep on a bench and missed a good, good party.

We hung around for a few more days, waiting for the weather to moderate, and

Larry and Betty at Ala Wai.







Sail repair.

when we finally left, there were tears in our eyes because we left people who felt more like family than acquaintances of only two weeks. Some of the greatest people in the world live on Lanai.

Back in Honolulu we started provisioning. We were lucky to have a friend who could get into the Government Commissary and so we got bargains on booze. We couldn't expect him to do all our shopping, so we priced things at three different supermarkets and at Y. Hata's, a wholesale place where you have to buy by the case.

We bought things at the place they were the cheapest and borrowed a pickup to bring them back to the dock. Since things would only get more expensive between Honolulu and Australia we bought a lot: \$1,300 worth, and poor *Dove* was way down on her lines. December is the rainy season in Hawaii, so imagine 18 bags of groceries in an open pickup truck in a deluge. And imagine getting them 6-feet down from the dock into an Avon at low tide. Imagine towing the Avon with a borrowed dinghy because your one-year old Johnson outboard has been totally unreliable no matter how much work you put into it. Imagine doing this at night because that was the only time you could get the truck and imagine a quarter-mile trip to your anchored boat in a rainstorm. Finally imagine doing all this 3 or 4 times, and you've got the picture. Isn't cruising fun?

Finally everything was ready. We left Honolulu on the morning of December 29 wearing beautiful orchid leis and waving to

family and friends. We planned to use the 200 windward miles to Hilo on the Big Island of Hawaii as a final shakedown, spend New Year's Eve in Hilo, and then on to the Marquesas.

New Year's Eve at the dock in Hilo was tremendous. Some of the yachties had made local friends and there was food, champagne, and hundreds of dollars worth of fireworks. At least so we heard. For the second year in a row we spent New Year's Eve at sea. We didn't make it in until noon on January 1st.

At least the 200-miles to windward was a

good shakedown. We repaired a broken block, fixed a couple of deck leaks and generally dried out. Hilo being one of our favorite places and having boats coming in from everywhere with good stories to tell, it was ten days before we finally left for the Marquesas, one and a half years after our abortive attempt of June, 1980.

We had heard in Honolulu that one out of three boats leaving Hawaii for the Marquesas never makes it. They fall off and go to Tahiti. Contemplating 2,000-miles of windward work, we could understand it and had agreed that if it got too hard, Tahiti was not too bad as alternatives go. If you have never made a long windward passage the discomfort is hard to imagine, and if you have made one you are probably trying to forget it.

It gets very damp in the boat. Besides any leaks you may have the humidity averages over 80%. There is no way to get any more air than the ventilators provide as all ports and hatches are closed. For example, we didn't open a port between January 11 when we left and January 24, when it finally got calm enough for a while. Mildew was everywhere.

The motion is also bad. It makes normal things like cooking, navigating, sleeping, us-

Unloading imu.





# INNOCENTS ABOARD

ing the head, etc., very difficult. For the first two weeks, we were always tired and usually queasy.

Probably the worst part of windward work is the slow progress. If you are going upwind, you are usually going up current. Especially between Hawaii and the Marquesas. We averaged 105-miles per day through the water according to our log, but only 72 on the great circle course, a whopping 45% extra miles sailed. For two days just south of the Doldrums we sailed almost due east trying to get to the longitude of Nuku Hiva. We averaged 120-miles a day on the log but a fix showed we had gained a miserable 20-miles along our course. What a drag.

Speaking of the Doldrums, we spent very little time with no wind, maybe 10 to 12 hours in two days. What we did have was normal trades out of the east at 15-25 knots and multiple rain squalls. At least two of them were over 50 knots. After the first five or six we kind of got used to them and if the wind wasn't too heavy, we could take advantage of the lift they provided and sail above our normal course.

We could usually see them coming even at night and could pretty much tell if they would hit us or not. There was a lot of reefing and unreefing, furling and unfurling going on. Some friends of ours who left Hilo three weeks after us didn't see one coming, however. Their 42-footer was caught all standing, knocked down and came up minus one spreader. Luckily it was a double-spreader rig and they were able to continue.

Dove didn't escape totally unscathed, though. A fitting on the mast broke and the

sharp edge chafed through our wire jib halyard and the spare we had rigged. I was faced with something I had read about but always hoped I would never have to do — go up the mast at sea!

Normally if you have to go up, you could carry some sail to damp the motion, but with no jib halyards we had to use the main halyard to hoist me. The tiny staysail

"It gets very damp  
in the boat.

For example,  
we didn't open a  
port between  
January 11th and  
January 24th."

didn't help much and we couldn't even run off because Betty was busy cranking me up and the vane wouldn't steer. It was a bitch. I don't bruise easily but when I came down an hour later the inside of my arms were purple, the skin was worn off the top of my foot from rubbing against the mast and both hands

were bleeding. Plus, I was really freaked out. The motion up there was indescribable. I hope I never have to do that again!

Later I discovered a broken strand about chest high in the forestay and rigged a halyard to hopefully take the strain if the forestay broke. "We'll worry about rigging an extra forestay from spares when we get there. I'm not going back up the mast!"

Three days later the navigator, Betty, produced a "cocked hat" fix of about three miles on a side and predicted landfall before dark. She really knows her stuff because she was right on target and Nuku Hiva appeared about 30-miles ahead at 3:30 in the afternoon.

We reached down the east coast of the island and turned to run along the south coast about midnight. We knew it would still be dark when we got to Taiohae Bay so we double-reefed the main, furlled the headsails and jogged slowly along planning to lay off until dawn. By 1 a.m. we were off Taiohae Bay, we could smell that beautiful tropical island smell, the moon was full, and we could see the navigational lights marked on the chart. We decided to go in. By 2 a.m. the anchor was down and the champagne was open.

It was great for the boat to be still after 27 days of pounding to windward. We were happy to be safely in and a little bit proud that we had completed our second ocean passage with everything in order, plenty of food, water, and fuel left, and the knowledge that "it's all downwind from here."

— larry rodamer

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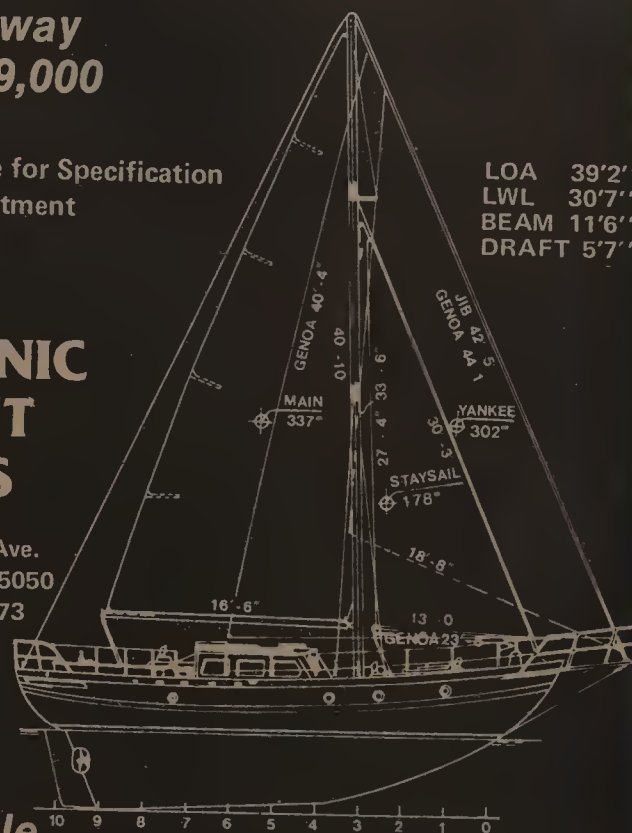
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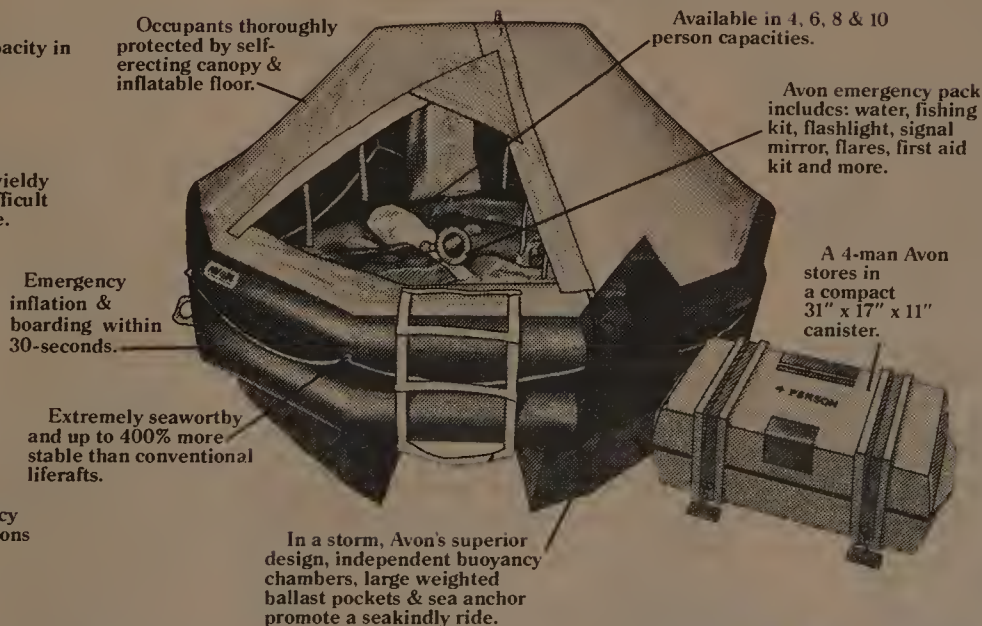
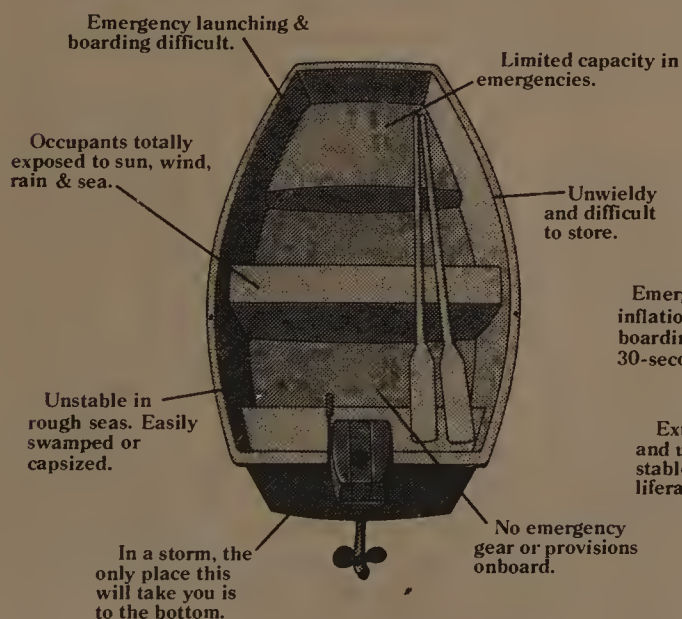
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# THE LATITUDE 38 INTERVIEW

## MICHAEL KANE

*It's not as bad as being a man without a country, but Michael Kane, 43-year old Newport Beach insurance executive, is a man without competition.*

*Owner of a 55-ft. Cross trimaran and the Singlehanded TransPac elapsed time record, he has nobody to sail against. While big multihulls seem to be gaining popularity on the east coast and in Europe, they're almost extinct on the west coast. The former Marine finds himself with nothing — but the clock — to sail against.*

*Having done the OSTAR, holding the SSS TransPac record, winning first-to-finish honors in the Ensenada Race three times — these are not enough. In the following conversation held at the Sausalito Food Company, Kane explains his frustrations, his solutions, his new boats, and his new goals. You might find it interesting.*

**38:** What we'd like to have is a short history of who's who in multihulls in California. Who was and is really big, and we're talking racing multihulls.

**Kane:** I think the only guy is A. Victor Stern, who runs a bagel factory on Kearny Street or something up here in San Francisco. He had *Imo Loa*, a 43-ft. cat out of Long Beach that won a lot of races. He won more races than anybody else on handicap, but he's retired and really there's nobody left.

**38:** Well, what about *Double Bullet*?

**Kane:** Oh, all right. Let me go into the past history really quickly. We started out with Rudy Choy and Arthur Piver — well, screw Piver, Rudy Choy really started the whole deal with his cats. CSK cats, you remember those?

**38:** No.

**Kane:** Well, this was '55 to '70. His *Aikane* still holds the Ensenada Race record that she set in 1958 — 13 hours and 1 minute. Something like that. He sailed to Hawaii a number of times in his boats, with James Arness who had one called *Seasmoke*, Buddy Ebsen had one called *Polycon* — short for polynesian concept.

So you had Rudy Choy, James Arness, Buddy Ebsen and what they called an 'interloper', the gentleman named A. Victor Stern. Stern was not a movie star, but a person just like me except that he's an astrophysicist. He had a boat made, and did more for ORCA than any other person. For 15 years he built the organization, kept it together.

**38:** ORCA is?

**Kane:** ORCA is what we have the problem with today. ORCA means Ocean Racing Catamaran Association.

In 1968 we had six big, beautiful catamarans going to Hawaii in the multi-hull TransPac — because the monohulls didn't want to have anything to do with us. And it was absolutely phenomenal! Back then we had like 120 people coming to our meetings, everything was up and dynamic. We had the fastest boats around, and they were becoming accepted among the people. They were

and are beautiful boats — all designed by Rudy Choy.

And there was another gentleman there that's worthy of mention. His name is Jack Swart, who with a dentist put together a boat called *Patticat*, that used to go out and win most of the time with Dr. A. Victor Stern. Now that's all in the past, it was good and solid.

Michael Kane comes into the picture in 1970, with a brand new racing trimaran, designed in Australia by a gentleman named Lock Crowther. So into this group of movie stars with their racing catamarans comes a trimaran movement . . .

**38:** So all of Rudy Choy's designs were catamarans?

**Kane:** Yes.

My tri was 40-ft. long and I called it *Hurricane*. I got it in Canada, sawed off the cross-arms, and trucked it on an Avis rent-a-truck all the way to California from Toronto. I didn't have any permits or anything. It was the funniest thing you've ever seen in your life, it looked like a downed U-2 plane on the back of a rent-a-truck.

Anyway we put it together and raced against the hot-shot cats in the 1980 TransPac. And the only thing we fooled them on was the initial look — because they thought we were going to start getting into their knickers. It turns out we finished last because our steering broke.

To be very honest about it, trimarans have won some Ensenada Races — been first to finish — four or five time — I've won three myself. But trimarans haven't been able to set speed records — well, that's not exactly true, I set the Singlehanded TransPac record..

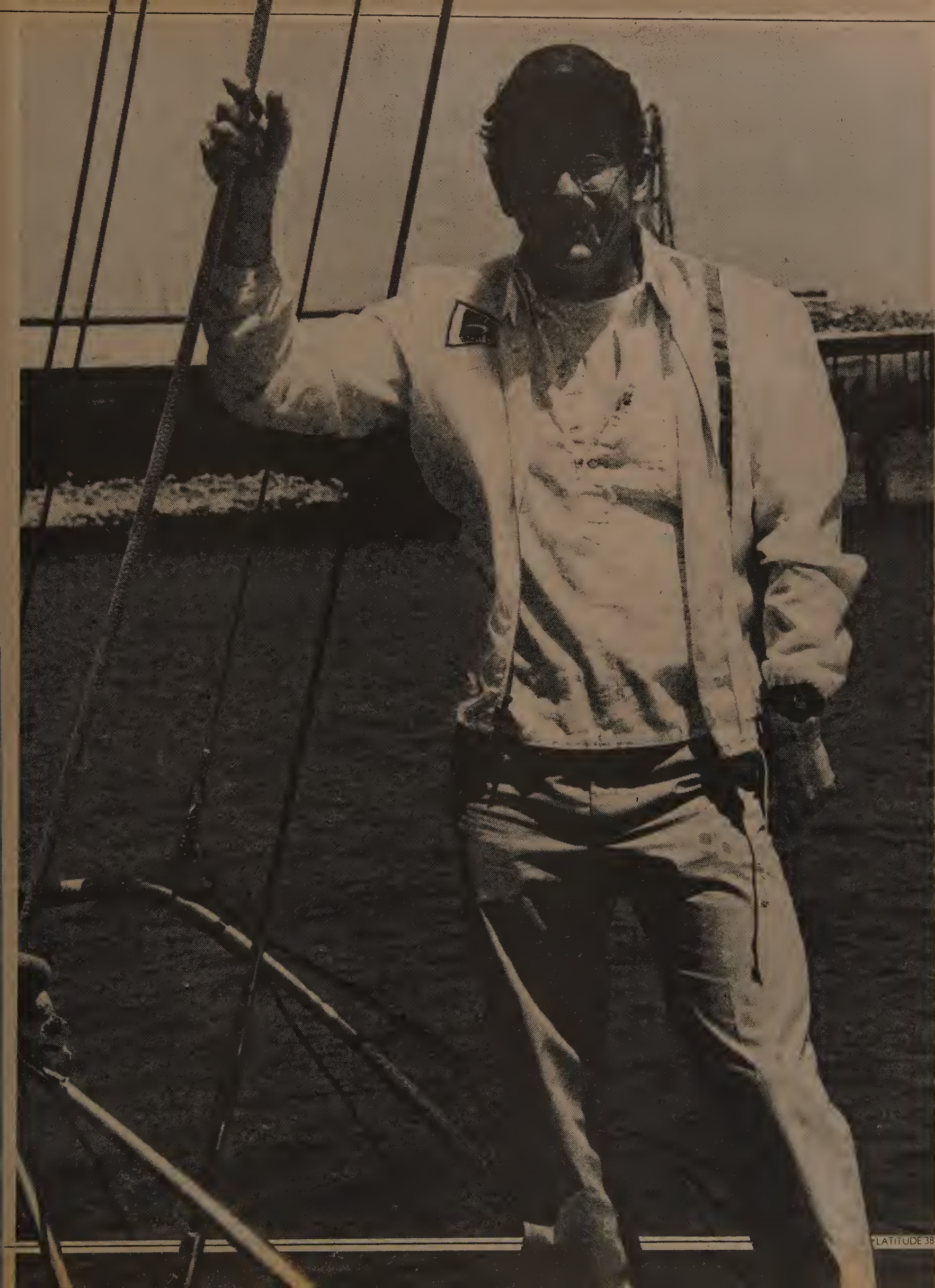
**38:** That's the big question we want you to answer, why no records in the Pacific?

**Kane:** In the Atlantic they have. Not too long ago Eric Taberly set the speed record across the Atlantic.

**38:** Nobody in the Atlantic has a chance unless they have a multihull, so what's been the problem here in the Pacific?

**Kane:** Right, I'll get into that in a minute but first let's finish up the multihull history with the present. Right now, today, there is Mike Kane and *Crusader* — and I'm fading out, which I'll explain in a







## interview:

minute, and *Double Bullet*, which is now back. *Double Bullet* was in New Zealand, but owner Bob Hanel, one of the most outspoken people in the world, brought her back. The truth of the matter is that I think he has a 61-ft. boat that can beat *anything* in Europe. It's a catamaran that looks like two bullets, and it is faster than anything in the world. And that's not something coming out of the closet 'after

“... screw Piver,  
Rudy Choy really started  
the whole thing with  
CSK cats ...”

three beers, it's the truth.

Every time he's gone to Hawaii — the first time he failed after 50 miles. He had, ah, he had some structural problems with a scoop. The second time he was leading the whole fleet — this was last year — by a day-and-a-half. This leading the other multihulls, and also the big ultralight monohulls like *Drifter*, *Merlin*, *Ragtime*, and all the others.

**38:** We were in Honolulu, and we remember that they were in fact killing everyone.

**Kane:** And his rudder broke 150 miles out. And then what do you think happened? Nobody cared. 'Those flakes in the multihulls, everyone thought, 'they can't even finish the race.'

**38:** Michael, we were sitting there in Honolulu and that's just what we thought. After all how many years have you guys been trying to beat *Merlin's* record now? What the hell is wrong?

**Kane:** I'll tell you what's wrong with me, compared with Bob Hanel. Bob Hanel is a self-made millionaire. But I have to mortgage my life and my family just to keep going in *Crusader*. Now the reason why I'm telling you this is because I think you already know how I do it. It's that when I take my boat to Hawaii I am lucky if I get to go myself, because I have to charter it. I survive on charters, which pay for half that boat's bills each month.

**38:** Is that right?

**Kane:** As a consequence of that ...

**38:** Who charters it?

**Kane:** If I've got a guy who is competent and can help train his crew, I'll let them go. I've got \$4,000 of insurance money on each one of these junkets. I charter out for \$10,000 to \$15,000 to Hawaii, which is peanuts to what the monohulls get. I can remember when *Windward Passage* chartered in a TransPac for \$100,000.

**38:** No. That's impossible.

**Kane:** Yes, yes it did.

**38:** That's pretty hard to believe.

**Kane:** So anyway, the problem with *Crusader* in the 1979 TransPac was that there were two skippers and neither one of them was that good. The boat finished 5th overall.

Now what happened in 1981? We blew out all three spinnakers, which is asinine and idiotic. Now I wasn't there, and I don't know what the heck happened, but they mustn't have had enough time to train the crew properly. The skipper, who is extraordinarily competent, a gentleman named Bill Madru, who is from BAMA (Bay Area Multihull Association) up here, had some people on the other wat-

ches that weren't watching correctly when the spinnakers blew. The last two days of the race they had to sail under a genoa, and they were fourth to finish. What the hell's that fourth? I can tell you Avis is great because they are second, I can tell you third means 'I don't even try at all', and there is no motto for those who finish fourth except 'B.S.'

So the answer to the question is that Bob Hanel finished an hour and a half ahead of us with no rudders at all. Too bad. And where the hell were they in the magazines? I think you guys said something nice, but you probably should have crucified them. That's a terrible word to say, but maybe you should do it because he said he was going to knock the hell out of the record and for two years he's had terrible luck and fallen on his can.

Now *Crusader* doesn't have — is not big enough — to knock the hell out of anybody, except as Mike Kane the singlehander.

**38:** Why can't you break the TransPac record? You had a couple of 300-mile days in the last singlehanded TransPac, including a 380-miler? We're not trying to put the pressure on you or anything, but isn't it possible if you get the right weather?

**Kane:** If I had the right weather I'd smash the hell out of *Merlin's* record. And you know what you'd see at finish? A very happy Mike Kane ...

**38:** (Laughter) And nobody else (laughter)?

**Kane:** A friend of mind told me that I was going to make those 30-ft. boat owners — what are they, Olson 30's? — really pissed off. I said 'Why is that?' He said because I had first-to-finish all locked up. I said 'That's a crock of crap, you have one of the Olson 30 sailors call me up and buy my boat, and I'll take theirs'. You know the answer to that. I've begged, borrowed and stole — not really — to get *Crusader*.

The history of *Crusader* is that I had a sponsor behind me — they were completely going to put up the money to build that boat for the OSTAR in 1980.

**38:** She was built in Australia?

**Kane:** No, *Spirit of America* I brought over from Australia. Here's a brief history of my boats, of which I've had six in all.

In 1965 I started with three canoes tied together with rope, a Lido 14 sail, and a rudder that fell off halfway down the channel. We had plenty of champagne and stewardesses, and we didn't give a damn what fell off as long as it wasn't the girls.

My next boat was a 24-footer where I learned to sail in Newport Harbor. All the bows got smashed off because I ran into everything.

My third boat was the 40-ft. boat I previously described, *Hurricane*, which we went to Hawaii on and finished last in 1970. She did put together an enviable record once we got her all put together, always in the top of three on handicap. She didn't have the speed to finish first, however.

After that was *Spirit of America*, 61 feet of muscle that I had built in Australia. Lock Crowther designed her also. We raced in the 1975 Around the Hawaiian Islands Race and knocked the hell out of the record. Just butchered it.

**38:** What happened to her? We don't even remember hearing about her?

**Kane:** She's in Cherbourg, France. I went over to Europe for the 1976 OSTAR race, was leading, and busted a hole in her. Put a hole in one of the cross-arms, not the strength part, but the fairing. That can't happen to *Crusader*.

**38:** You sold *Spirit of America*?

**Kane:** Yeah. Actually I gave it away.



Then came *Crusader*, and remember I had a sponsor for the whole thing. Now she's no longer 52½-ft., because we added a little scoop on the transom making her 55-ft. She's a Norm Cross design, and probably 55-ft. of the best boat for singlehanded or doublehanded racing in the world. And I can't sell it. I've put ads in the top multihulls publications in the world, and I have not had one single person call me. Not even weirdos. Not even people who would offer \$50.

**38:** How much are you selling it for?

**Kane:** \$150,000 — it's easily worth that much. And after three years of deprivation and paying off my friends, I can keep it. We're going to get a MacGregor 65 monohull, and I'm going . . .

**38:** You're going to what?

**Kane:** We're going to get a MacGregor 65 monohull and we're going to race for two years, join the monohull world for a while. In the meantime I'm going to start a 78-ft. superboat.

**38:** Oh-oh. Multihull or monohull?

**Kane:** Multihull. 78-ft. full bore tri. You ask me why I can't get the record to Hawaii, and I tell you, I *am* going to get the record to Hawaii.

**38:** A valid contract must have a time limit, we'll give you to 1989.

**Kane:** I put the time limit as my 50th, and I'm 43 right now. That gives me seven years. Now I also intend to singlehand this boat around the world, starting in Newport Beach, averaging 300 miles a day! That's my goal.

See I have this picture in my living room of Sir Francis Chichester going around the Horn. I've looked at that picture so many times that I've got to do it. What you have to understand is that averaging 300 miles a day is the same thing the 4-minute mile was to distance runners.

**38:** Sounds a lot more like Bob Beamon's 29-ft. broad jump in Mexico City to us.

**Kane:** It is attainable. *Crusader* had 3 over 300-mile days in the last singlehanded race.

**38:** Yes, but come on Michael, averaging? And around the world?

**Kane:** Ah well, you have to understand that I don't start the gun until I get past Tahiti and into the Roaring 40's, and I've done my circumnavigation when I get back to that spot.

**38:** Oh.

**Kane:** 300 miles a day in a 78-footer would be a little over half speed.

**38:** Who is designing this, you?

**Kane:** Norm Cross. It's already designed. Same fellow who designed *Crusader*. It's awesome.

**38:** Let's back up a bit. What are you going to do with the MacGregor 65?

**Kane:** I'm going to punch the teeth in of some monohull sailors.

**38:** We can presume this is an ultralight boat?

**Kane:** Yeah. It will displace about 22,000 pounds, and it has a couple more feet of mast. Now remember, you know me well, and you know that I don't like to race in monohulls because I basically think they are unsafe.

**38:** Yes, we remember that. You're going to suffer through it though. (Laughter).

**Kane:** My new boat will be called *The Lean Machine*, as in (laughter) leaner.

**38:** What's the 78-footer going to be called?

**Kane:** *Challenger*. And she will be — although my wife always says 'Poop on that' — my last hurrah. For a little while. Because it

will demand a lot physically. The sails will be so big that I won't even be able to lift them out of the hatch.

**38:** Senior citizen Phil Weld won the OSTAR by cleverly putting roller furling sails on *Moxie*.

**Kane:** Well, I intend to do that. I also intend to do double the speed he did.

"I survive on charters,  
which pay half  
my bills each  
month."

**38:** Let's stop here for a brief educational interlude. Who came along as major multihull designers after Rudy Choy? There had to be somebody.

**Kane:** That's the problem. Rudy Choy retired because he didn't like fighting monohulls as a separate class. So he dropped out of racing, went back to Hawaii, and became the biggest owner of tourist catamarans for barbequing and other things off Wacky-Wacky beach on Oahu.

**38:** He owns 'those' cats, does he?

**Kane:** Yeah, and he sings — he's got a beautiful voice — and that's his life now. Except that he would like to build a 75-ft. cat to get the record from L.A. to Hawaii. But he doesn't have any backers for it.

**38:** He must make enough money off the Wacky-Wacky cats.

**Kane:** He's not willing to mortgage his life for the record as I am. He has to have a builder-owner set up — he's a really super person though.

**38:** But somebody must have come after Rudy Choy?

**Kane:** There was a void. Nobody came after Rudy Choy.

**38:** Well, where do you consider Arthur Piver, was he ever a bright light in the multihull design constellation?

**Kane:** He was a bright light at the time, the Pied Piper of trimaran people as Rudy Choy was the Pied Piper of catamaran people.

**38:** Well there had to be someone else.

**Kane:** There was nobody.

**38:** What about Norm Cross?

**Kane:** He came in — four years ago he built the prototype of his racer, *Crossfire*, which is probably the fastest 32-footer going. He's the only one designing racing trimarans. I liked his design so much I had him design the boat I wanted to take in the 1980 OSTAR, *Crusader*, which has a keel. It has a keel 8-ft. underwater because it's designed to go to weather.

'Now wait a minute' you say, 'multihulls aren't designed to go to weather'. But it's designed to go to weather. And if it's blowing out there at the start of the singlehanded race, you watch and see what *Crusader* does against the rest of the fleet going to weather.

**38:** Just don't get caught in that giant hole on the south side of the bridge like you did last year, embarrassing everyone.

**Kane:** (Laughter) Well, that's local knowledge, I asked someone how to go out and they said 'Either side'. (Laughter). So I'm not going over there again.

**38:** So as far as you're concerned multihull designers consisted of



## interview:

just Rudy Choy until Norm Cross came along just a few years ago? What about the designers in Europe?

**Kane:** Well you're talking about Atlantic multihull designers, guys like Dick Newick who did *Moxie*.

**38:** Do you like his designs?

**Kane:** No, I don't. I have nothing against the designer, but the

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### "We raced in the 1975 Around the Hawaiian Islands Race and knocked the hell out of the record. Butchered it."

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front of the boat looks like a humpback whale and the ass end looks like they made a mistake back there — they usually put a little doghouse cabin back there. To me, artistically the whole structure and layout of the boat is wrong. The underwater configuration I'm sure is quite right, because they go like stink. But I honestly think if I took *Crusader* over there against Dick Newick, our other American designer, that we would knock their socks off.

**38:** Has Newick been designing multihulls long?

**Kane:** Oh he's been designing for — well, really his famous boat was *Cheers*, I think it was the 2nd or 3rd to finish in the '68 race. It was a proa. One big hull with a funny little thing over here. That was now his big thing, but since then he's expanded and his big thing is trimarans.

**38:** Let's go all the way across the Atlantic. What about whoever designed *Elf Aquitaine* that broke Taberly's TransAtlantic record after he had broken *Atlantic's* TransAtlantic record?

**Kane:** That's a French designer.

**38:** It must be really hot.

**Kane:** It is, but if we could take Bob Hanel's *Double Bullet* over there against *Elf Fuckquaine* or whatever the damn thing is, I think we'd beat them. Just remember that the French, the British, and the Pollacks — they build the boats that go backwards — get money from the government, they got sponsors bending over backwards, they got top sailors.

**38:** They become national heroes.

**Kane:** They become national heroes. But what do we get? Tom 'Blackballer' says we're nuts. Do you read that thing he wrote in *Waterfront* magazine after the Doublehanded Farallones Race?

**38:** No.

**Kane:** I guess his real name is Blackaller — he said in this article that singlehanded or doublehanded or shorthanded sailors are nuts. Are insane to go out by themselves. Personally I took affront to that, although my wife told me she agreed with him 100%. (Laughter).

He was criticizing that four people lost their lives in the Farallones Race, which is about as relevant to the TransPac as singlehandeders going to the moon tomorrow. I mean they didn't have to qualify themselves or their boats, they didn't have to go 400 miles to prove that they were capable. All they had to do was put an entry fee down and sign up. In the singlehanded race we do to Hawaii, everyone of these people has to go 400 miles himself on his boat, and . . .

**38:** Yes, Michael, but to be perfectly honest about it you must remember that Grover Nibour was lost trying to qualify for the last

Singlehanded TransPac.

**Kane:** That's right, on a Moore 24. Well, O.K., I can walk across the street here and get eliminated.

**38:** That's a terrible argument (Laughter), although it just so happens to be the exact same response Blackaller gave to us when we asked him if he were concerned about the trend toward building boats lighter and lighter.

**Kane:** Here's the part of his argument that really burned me up, and it's classic. Tom said — and I called him up by the way, and said 'This is Mike Kane, I'm a singlehander' — and he said to me 'Oh, you're one of the nuts', that's how he started off the conversation. You know what I said to him? I said 'Horseshit!'. I said 'I'm nuts like a fox'. I told him to come out to my boat, and I could show him an alarm system that alerts me if I go 10 degrees off course, I have another alarm that wakes me up every hour so I can check and trim sail, I have another alarm if a freighter is within two miles of me . . .

**38:** What do you have, one of those Pernicka systems?

**Kane:** Yeah, it works real well. And let me tell you the two parts that Tom missed. They are that the typical singlehanded sailor is one of the most qualified, most experienced people that exists in sailing. They've got to be electricians, they've got to be carpenters, they've got to be sailmakers — you name it — plumbers, everything. Their boats have more equipment than you'll ever find on a 12 Meter. Now are these people nuts and insane? No, for the simple reason is that 80% of the people in the race only want to get to Hawaii from San Francisco, and aren't really racing. It's a self-satisfaction. Now for a person like Tom to say that these people are insane and nuts, is almost like me saying 'Tom, for people to pour \$3 million into neanderthal, antiquated pieces of junk called 12 Meters is insane and nuts'.

**38:** (Laughter) Well it's pretty clear, isn't it, that you're both out of your minds?

**Kane:** Since I don't sail 12 Meters, I don't have anything to say against them. I'd love to get some of that money for my 78-footer, though.

Here's the second part of the thing Tom said that really got to me. Tom said, 'Probably one of the main reasons singlehanders go out alone is because they can't get a crew of their own'. Now I have to admit that caused me personal and bodily injury because I fell off my chair laughing and hurt my left cheek. I was sitting there frothing at the mouth, and my wife says 'What's wrong, I haven't seen you frothing at the mouth in months?' I asked her if she'd read the tripe that singlehanders can't get their own crew and that's why they go out alone. I said what about Eric Taberly, what about Robin Knox-Johnson, what about Phil Weld, what about Chay Blyth, and what about Mike Kane, who gets calls all the time from people who want to go out and race with him? Heck, I can only take six or seven people out at once.

So can you imagine Thomas, paid to do an article to knock something he knows nothing about. I don't think he's ever singlehanded in his life. I hope somebody calls me up next week and says 'Mike, because you drive a car we'd like you to do a critique of the Indianapolis 500'.

**38:** Well enough of that.

Tell us what kind of sails you have on your boat, North Sails, maybe?

**Kane:** I have better sails than that. (Laughter). It's true, and the reason . . .

**38:** Well, who makes them?



**Kane:** John Conser. He's got his own firm for years, he's been making mine for 15 years.

**38:** Ever since you took the stewardesses out in that canoe?

**Kane:** No, that was a borrowed sail. John's shop is up in Oxnard, he's also got one in Newport Beach, and one in Dana Point. They're called Windward Sails, and nobody's heard of him because he's not a big timer.

But there's a difference here, because if I went to North Sails and said 'O.K. Mister Humpty-Dump, I want you to make the sails for my trimaran *Crusader*.' But what would happen is that Mister Humpty-Dump II and Mister Humpty-Dump III would go in back and design it; and Mister Humpty-Dump IV would cut it, and Mister Humpty-Dump V would sew it. What happens is that I've got no real expert knowledge going into that sail. I mean Mr. North is not going to make the sails for me, is he?

**38:** No, he's not. And even if your argument held water — and we don't think it does because Lowell North probably can't cut or sew anywhere near as well as the employees he's got doing those jobs — but even if it did hold water, how is that any different from Windward Sails? Mr. Conser certainly can't be at all his three lofts at once, doing all of the jobs it takes to make all of the sails.

**Kane:** He makes every sail for me. And there's a difference, it's because we've been damn good friends for 15 years, and I say 'Johnny, if you're going to make my sails, I want you to do them'.

**38:** Yes Michael, but we suspect that any business gives their most important clients the very best service it can, puts its top people on the job. All lofts are going to make especially sure that their top boats get the very best sails possible.

**Kane:** The difference is that Johnny Conser is an expert multihull sailor and goes out with me.

**38:** That's standard procedure, but does it take a multihull sailor to design and make sails for a multihull?

**Kane:** No. It does make a difference in the person though.

**38:** Michael, the last time we spoke with you we tried to get some words of wisdom on multihull sailing technique, and you pooh-poohed it. Let's try again. What can you do on a multihull that will get you into problems?

**Kane:** Turn it over. (Laughter).

**38:** Seriously now. How come other people turn their multihulls over and you haven't. Or have you?

**Kane:** I've come close a couple of times, but never gone over.

**38:** Well, what's the cause, and let's have a straight answer on this because we think there are multihull sailors out there who would like to profit from your extensive ocean and singlehanded experience.

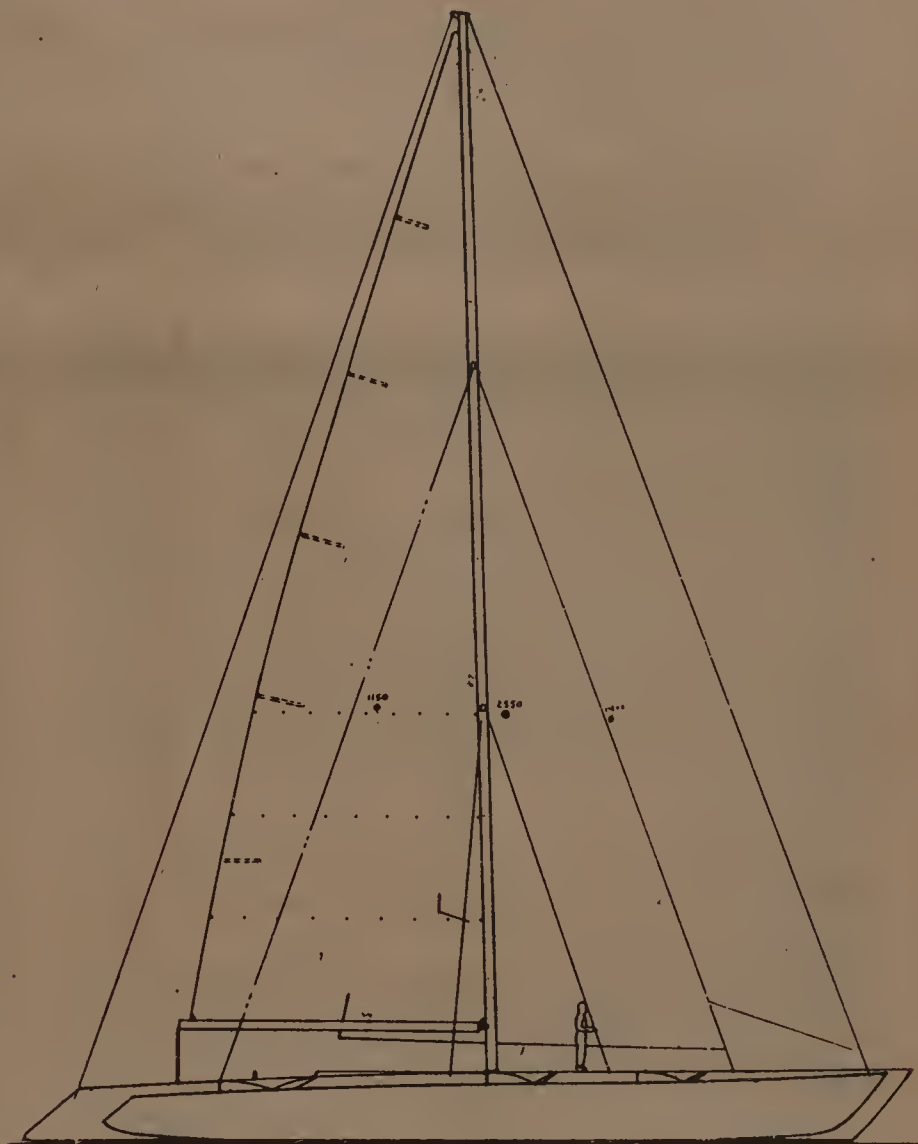
**Kane:** Well the big problem is that the multihull movement today, and it's true on this coast far more than on the east coast, is building ultra, ultra, ultra light boats. Now my boat is built extraordinarily strong and consequently heavier than if we built it just for the South Pacific.

**38:** How much does *Crusader* displace?

**Kane:** 12,000 pounds. The hotshot boats today of a comparable size weigh 9,000 pounds — it's the lighter materials. Now if you have a much lighter boat — and *Crusader's* hulls were designed not to bury, unlike *Spirit of American's* which we found to be more dangerous. The thing is once you get a complete canoe under water, there's no more buoyancy. It's hard to get it under initially, but once you do you lose much of the buoyancy.

Now I have never put one of *Crusader's* canoes underwater. And the difference between her and ultra ultra-lights is that when the boat

is going along at 17 knots the she's going to tell me when she gets 'light' — you can feel the main hull start to lift. But if the outer hull is already under you're not going to feel it, and if the wind gusts from 30 to 45 it's going to trip you. But that would be difficult to do on *Crusader*, because I've never put an outer hull under. So anyway I have much more warning if she's getting anywhere close to going



The drawing above is for the proposed **Challenger**, a 78-ft. trimaran designed by Norm Cross. With it, Mike Kane would like to: 1.) beat **Merlin's** TransPac record singlehanded; 2.) break the multihull records he believes **Double Bullet** will set next year; and 3.) hopes to sail around the world, averaging over 300-miles a day. Good luck.

Notice how small the human figure is compared with the size of the rig.

over.

**38:** You've got a keel on your boat, does it help much?

**Kane:** It helps me immensely. There's only about 200 pounds in it, because it's filled with air. But it does give me about 900 pounds of upward buoyancy. It's like taking a completely self-enclosed canoe and sticking it underneath your boat, which is going to lift it upward. *Crusader* — and obviously I'm prejudiced — is extraordinary.

**38:** You said you've come close to dumping her a couple of times?



## interview:

**Kane:** Well we almost dumped *Spirit of America* off Maui, while we were averaging 36 to 38 knots.

**38:** You were going how fast?!

**Kane:** Averaging 36 to 38 knots. It was one of the hairiest rides you've ever seen in your life. We had a full spinnaker up on this 61-ft. Lock Crowther design while we were setting the record for the

"We were doing 36 knots on the sum log when she lifted to the extent the outer hull was 8-feet under water."

Around the Hawaiian Islands Race. We were doing 36 knots on the sum log when she lifted to the extent that the outer hull was 8 feet under water. The spinnaker was down in the water, and she was lifting to go over.

**38:** What did you do?

**Kane:** We let the spinnaker sheet go. I was on the outer hull, and after the sheet was let go she still wasn't coming up. Now if you can envision this, with three people were stuck in the hatch trying to get out, one of them the sailmaker Johnny Conser. Anyway for about 12 seconds she kept lifting as though she still wanted to go over, at which time I let the guy go off. With that she just snapped right up. We had a knockdown in the multihull, but that won't happen in *Crusader* because we can drive her more than we could ever drive *Spirit of America*.

**38:** Why's that?

**Kane:** Because of the buoyancy of the outer hull.

**38:** Does increasing speed present any problems, how about wave conditions?

**Kane:** Those things can be problems, but they won't be in this race where the conditions are just ideal.

If I had winds like I did two years ago where I'm doing 17 and 18 knots waves are going to smash up against the crossarms. It will be like there were two gorillas smashing sledge hammers against the crossarms. That's what it sounds like, real noisy. We have a half inch of PVC foam beneath there to absorb the shock of the blows. The only difference this time is nerves. I've got a Sony Walkman-type deal I'm going to wear so I won't have to hear it and have the noise work on my nerves. I know the boat can take it, I just don't know if I can. Last time I really couldn't take it, so instead of heading straight for Hawaii at 17 or 18 knots, I chickened out and went way south. Actually the real reason was that my big self-steering system couldn't take it, and I had to rely on the smaller one and head south.

**38:** So that's why you dove so low?

**Kane:** That's right, it was a self-steering problem. In actuality it turned out to be the greatest thing since sex, because as a result of having to dive way south I missed the light winds of the high pressure area.

This year, the day before the race I'm to sit in the weather office and see what the hell the high pressure area is doing. Because if it hangs north, I can go straight across, and I've got a shot at beating the record. And this time when I start going 17 and 18 with my primary self-steering system, I've got a shot to beat the record.

[Editor's note: It is now the day before the start of the race and the high pressure area is not well developed, the millibar lines are far apart, and it looks like the race will begin in rather light winds.]

Now if I'm doing the sign of the cross in front of you, that's really what I'm doing, because I'm going to push. I'm really going to push, because I'm not out there to sit on my can. You know what happened last time, I was so bored I read your magazine 12 times. I knew every ad in your magazine, I knew every article frontwards and backwards, and I could have recited it. Besides that I painted half my boat; I painted and varnished the entire cockpit.

I'm going to take you sailing on *Crusader*, and after one sail you're going to tell me 'I can singlehand this boat to Hawaii it's so easy'.

**38:** New topic. Why does there seem to be much more interest now in multihulls on the east coast? And in Europe.

**Kane:** I really don't see a lot of activity on the east coast except for Phil Weld. And he's a multimillionaire who can afford it. I keep telling him I want him to hurry up and get the adoption papers in so I can be his adopted son because I only need half a million.

The other joke my wife doesn't like is that I tell her I'm going to become an Italian fog.

**38:** What's that?

**Kane:** I'm going to become a bigamist, marry some nice fat old millionaire babe and stay with her one night a week — or whatever it takes — and get half a million out of her.

**38:** Just like *Zero Mostel* in *The Producers*.

**Kane:** Today's economy denotes that nobody can afford to build a boat like *Crusader* unless they are very wealthy. Now Phil Weld has made his own money; Bob Hanel, God love him, he's helped me many times money-wise, is a millionaire who's made it in the printing business.

**38:** So did Weld.

**Kane:** Yes.

**38:** There's hope for us yet.

**Kane:** (Laughter). So the rest of us — if you don't want to do what I did which is borrow from all your friends, which is just one of the most difficult things to do because they don't really want to lend you the money but they know you're crazy and they know I'll always pay them back as long as I keep coming back alive. All right, so the answer monetarily is that nobody can afford the big ocean racers anymore — multihull people. But the monohull people keep building these beautiful boats, and frankly it has me salivating just thinking about them. The monohull people seem to be the butcher, the candlestickmaker, the clerk, the local salesman — not the affluent people who race the big monohulls.

**38:** Wait, you mean the multihull people don't you?

**Kane:** Oh yeah. All I'm saying is that I would love to have some of those people who put big money into the monohull to put that money in a multihull. But it's not going to happen. We multihull people are still on the outside looking in, we're funny looking, we're kooky.

**38:** Why's that?

**Kane:** I don't know. There was the comment in your last magazine was that there was no sense in talking about *Crusader* because she was going to finish first anyway, and therefore, let's talk about the other boats which will be racing for the other honors. Which is really the way it should be, because my boat is so much faster than all the rest of them so why even talk about her. Now I'm reversing the question. If people want to go after the Singlehanded TransPac record that I have, they're going to have to get a boat like



mine. And that gives me absolute, beautiful pleasure. Cause they ain't going to beat my record in a monohull!

Now if they don't want to join the multihull movement to do that I fully accept it because obviously my next boat is a monohull and I'm going after the monohull record in two years. I'm going to turn the little tricky-poo around. All those people who criticized me for going real fast in a multihull will have to eat their seaboots because I'm coming after the record in a monohull. Ho, ho, the monohull record was set in a little Santa Cruz 27!

**38:** Oh, we thought you were going after the crewed record, too.

**Kane:** I'm going after that one too, but only after I get the singlehanded record.

**38:** Well, tell us a little about this MacGregor boat you're buying. Who designed it?

**Kane:** Roger MacGregor in Costa Mesa, who is the largest producer of production sailboats in the world. He's also the largest producer of 36-ft. catamarans in the world.

**38:** Like the MacGregor cat in the Doublehanded Farallones that they ran up on the beach?

**Kane:** Well, they ran a whole bunch of multihulls up on the beach in that race. (Laughter).

**38:** That's an interesting question. How did you feel about that?

**Kane:** If *Crusader* would have been in that race she would have set a record for all time. No doubt about it.

**38:** We wouldn't be surprised, seeing that a 36-ft. cat won.

**Kane:** That was a MacGregor boat, right?

**38:** Oh, that's right, the MacGregor wasn't one that was driven up on the beach, it was first to finish of all the boats.

**Kane:** I'll make you another comment. The Stilleto's, and the Tremolino, and those multihulls — they don't belong out there. And Roger MacGregor will tell you that he personally doesn't believe that his 36's should race out of sight of land either. That's quote—unquote from the designer/builder, who is probably one of the most safe, conservative people in the world. He doesn't think they should be out there.

Now why do they go out there? Because the people can't afford a *Crusader*. So what else are they going to do, give up sailing? No, they purchase the ultralight cats. So no longer are we an Ocean Racing Catamaran Association, we're now a Daysailor Catamaran Association.

**38:** Well, tell us more about the MacGregor monohull.

**Kane:** When you see it, it will blow your mind. It's very similar to *Merlin*. The only difference which I can see except the design lines is that he has a big thing that looks like a pontoon pod off a seaplane on the bottom of the keel.

**38:** A bulb keel like the Cal 20's used to have?

**Kane:** Yes.

**38:** Is he going to do the TransPac?

**Kane:** Well there's a problem with the TransPac. This new boat will rate over 70.0 on the IOR rule and won't be eligible for the TransPac. The boat rates like 100.0.

**38:** (Prolonged laughter).

**Kane:** But what's *Merlin*'s going to do? What's *Drifter* going to do? *Ragtime* is eligible I understand.

**38:** Wait, are you sure that *Merlin* isn't eligible? They made modifications for the last race, and we thought that was it.

**Kane:** I don't think so, this is a change from even the last race.

**38:** Did they change the rule again?

**Kane:** Yes. *Windward Passage*, just because of a grandfather

clause barely gets in as I understand it. Now I've heard that the Long Beach Yacht Club is going to put on a TransPac at the same time for the boats that are not eligible. We call it the Bastard TransPac — but I'm not certain that's going to happen yet. My own yacht club, the South Shore, would put on such race in 10 minutes but it wouldn't mean as much as if a major club like Long Beach put it on.

“All those people will have  
to eat their seaboots because  
I'm coming after the  
record in a monohull.”

But we're going TransPac no matter what. My wife likes the idea of the S.O.B. TransPac because she says there's no room in the living room for my old trophies anyway. Every six months she gets ticked at me and throws them out on the front lawn anyway, so they're all scrapped up. She really does, you should see the one she really demolished — it's all bent and chipped, and I have to keep it in the garage now.

**38:** Which do you value the most?

**Kane:** The next one.

**38:** That sounds like some kind of Marin County answer.

**Kane:** I would like to — this is a kicker for you — with the 78-footer singlehand to Hawaii and beat the 8 day 13 hour record now held by *Merlin*. Next year *Double Bullet* will get it. I won't be able to beat *Double Bullet*'s record, but I think I can beat *Merlin*'s singlehanded. I can beat it this year if I have the wind.

**38:** Good luck!

[We spoke to Bill Lee about a change in the TransPac rule, and he said there had indeed been one in September of 1981 — just after the last race. The rule prohibits boats rating over 70.0 IOR from entering, and was adopted to thwart the construction of giant ultralights specifically for the TransPac.

Of boats currently in existence, Lee believes the rule effects only *Merlin*, *Drifter*, and *Christine*, who could all be brought down to 70.0 IOR, but the price would be dear — either in performance or dollars. One way would be by substantially reducing the sail area, which would naturally be at the expense of the boat's potential. The second way to bring them down to 70.0 would be to undertake major IOR-style reshaping of their hulls — a major investment.

As for Bill, he's simply going to wait and see what develops. Naturally the possibility of another club sponsoring a 'bastard TransPac' would be worth looking into for charter possibilities.

We're just a little bit puzzled why the TransPac committee can't see fit to 'grandfather' these three boats which have been so much of the races' recent tradition. *Merlin* established the current course record during her thrilling 18-minute victory over *Drifter* in 1977, an exciting TransPac race that ranked right up there with the *Ticonderoga* / *Stormvogel* race of 1965 and the *Windward Passage* / *Blackfin* battles of 1969 and 1971.]

— latitude 38



# JUST MISSED

September, 1978. The first time I saw *Christine* was at the Big Boat Series at St. Francis Yacht Club in San Francisco. I remember walking along the yacht basin; gold platters and Beautiful People littering the place, Mercedes and Porsches jamming the parking lot, and TransPac, SORC and World Mini-Ton t-shirts prominently on display. But there was one, single thing that dominated the scene — the spar of *Christine*.

*Christine*! If it hasn't been seen, it's difficult to believe. The boat is a monstrous 84-ft. But it's not just huge. It's simple. It looks like a Moore 24 that was rescaled for the Jolly Green Giant. I swear that the first time I looked at the stick, I couldn't see the masthead. At an altitude of 102-ft., it had skewered a low flying cloud and was out of sight. When the cumulus finally lifted, there were two objects dominating the skyline of the City. One was the TransAmerica building, and the other was the mast of *Christine*. I don't remember how *Christine* did against *Kialoa*, *Windward Passage*, *Merlin* and *Ondine*, but I do know it was the first time I'd ever seen a skinny aircraft carrier with sails competing for the St. Francis Perpetual.

August 1980. The morning of the Santa Barbara-to-King Harbor Race. I was walking along the breakwater headed for my boat when I ran into Bruce Conroy, a local professional skipper, and Doug Hayes, who works fordeck on — guess what — *Christine*! What grabbed me was this sentence; "Well, so far we only have six people for the race."

Six people! Heck, they needed at least 10 crew in case the race was a drifter. If the wind died, I figured they would simply crank the ring on the spinnaker pole car up to 10-ft. and use it for the hoop in an intramural basketball game.

I stuck out my hand. One doesn't want to push, of course, but credentials have to be



presented. "My name's Larry, we ran into each other down in Newport the night before the Ensenada." Doug remembered. Shook my hand. "Say, if you're short of crew . . ." I went into my pitch. Doug's response was straightforward (he's a lawyer in saner moments). "I'll let Fred know and if he wants crew, you're on." "You're on." I got ahold of myself. "Well, you're on if they're short of crew."

Why did I want to get on *Christine*? I'd already turned down two offers to crew on pretty hot local boats, but declined because I was too busy. But it was *Christine*. The reason was simple — like a mountain it was there. A couple of years previously, I had sailed mid-deck on *Whistle Wing V*, a 53-ft. aluminum Doug Peterson custom. There was a quantum jump from normal boats to big boats. Imagine! Coffee grinders, Barient 35's with two-fisted winch handles, arrays of

The big sloop in action during the Big Boat Series.

Lawrence, suited up, still waits by the phone for a call from *Christine*.

lines spreading like circus tent cables from the base of the mast, spars like the transmitting tower of a TV station!

Fact: The genoa sheet load on *Whistle Wing*, going to weather at 10 knots, in 30 knots true was five tons. And the sheet was ground in by two frail humans on a six speed coffee grinder.

Personal observation: The first time I sailed on *Whistle Wing*, I was appointed spinnaker trimmer. The boat was combining a downwind charge with an occasional vicious roll that threatened to put the spinnaker pole about 6-ft. underwater. In the midst of hanging on to a stanchion while quietly issuing urgent, tight-lipped commands to my grinder, I happened to glance at the knotmeter. It was pinned at 12 and we took off on a wave. The rooster tail looked like it was being kicked up by a full race hydro with twin V-8's.

Engineers and designers call it the "scale effect". In lay terms it means this — the bigger something is, the more outrageous it becomes. In the 1980 Ensenada I crewed on *Aum*, a Cal 34. We beat the ultra-light flyer *Ragtime* on corrected. But who won the outrageous scale? *Ragtime*!

Back in Santa Barbara, August, 1980. Doug spotted Fred Preiss, the owner of *Christine*. I faded into the background. A





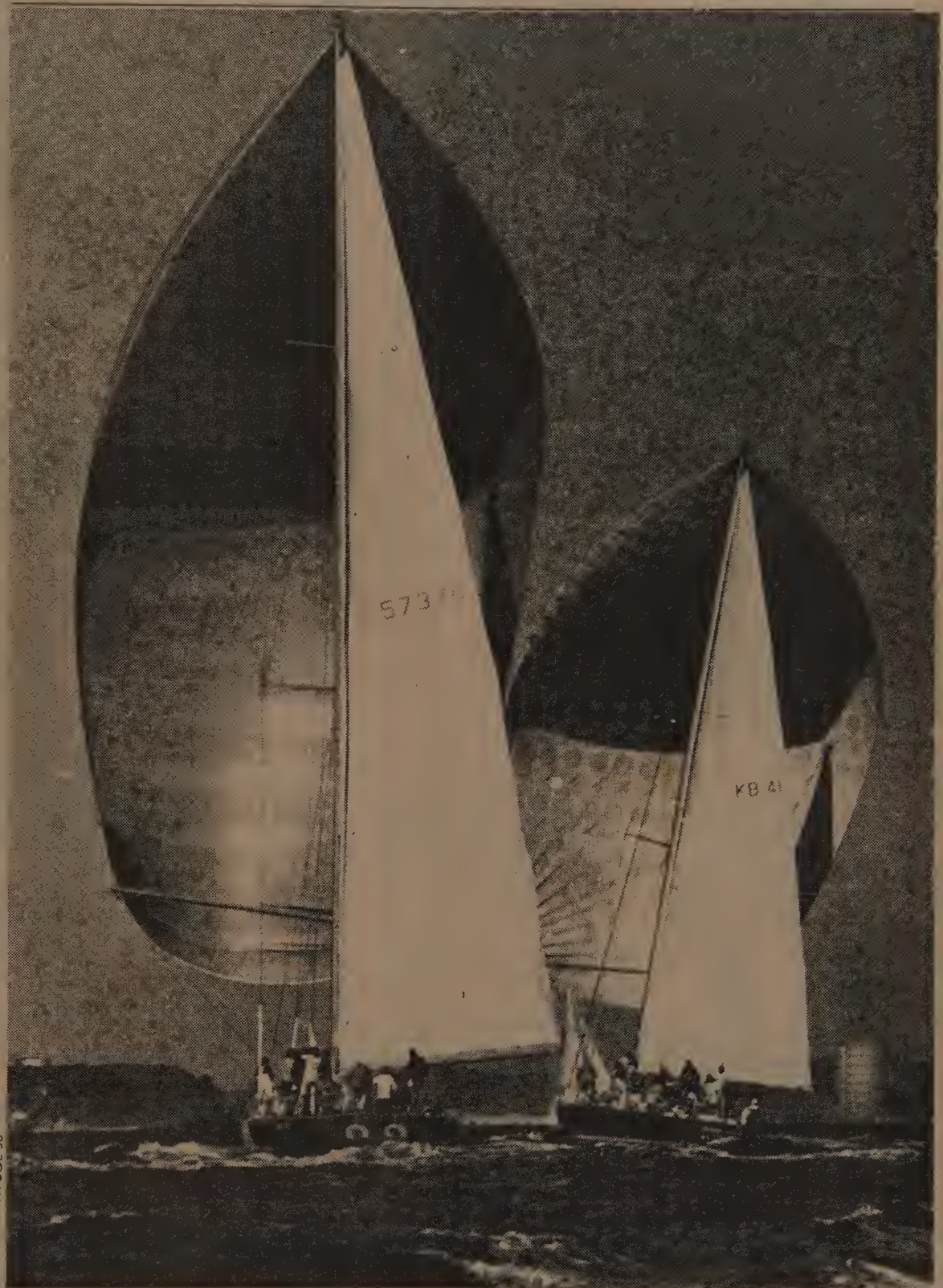
short conversation ensued. Preiss headed off to oversee loading supplies. Doug gave me the classic hands up "Well I tried, but we've got a crew." I thanked him for the attempt and, sure, "there's always next time." I left, figuring to take my little Santana 27 out and shoot some pictures of the start.

Outside the breakwater there were 50 odd primo racing boats milling around before the start. *Christine* cruised majestically through the fleet under mainsail, casting a shadow that eclipsed the sun as she moved. The ten minute gun went off. Powering alongside, I snapped frames of Doug and another foredeckman muscling the jib halyard. They finished and I called across the water — "You looked great, Doug, I'm gonna make you famous." He laughed and waved, turned to Preiss and said something. Preiss nodded. "You want to go along?" Doug shouted.

"Go along?" The scale effect! Doug is in tune with the scale effect, and I could go along? Doug is maybe 5'10" and 240-lbs. with a grip that could tie a winch handle into knots. Local legend has it that he once was in the crush at the bar at the St. Francis YC after a race. Service was slow so he simply strolled around with a drink in his left hand and a waiter tucked under his right arm. It seems he would merely cast off the little feller whenever he needed a refill!

I waved back and and replied, "Sure, I'll just get my stuff together." I casually stepped below, letting my crew run the boat, and furiously leaped into action. Damn! I couldn't find my duffel bag, so I grabbed a couple of shopping bags out of the bilge and started stuffing gear into them. Gads! The embarrassment of climbing aboard *Christine* with my gear in two Food King shopping bags! But it was no time for false pride. Foul weather gear, sweater, harness, money, camera, personal strobe — all were in the bags in less than 60 seconds. I was back on deck only to see *Christine* pulling away. I cranked the Honda outboard to the max.

The five minute gun went off. *Christine* jibed and was headed back at me. The crew spun the Santana and attempted to get me alongside. *Christine* sliced by. The best I could do with the engine screaming was 5 knots and *Christine* was doing a solid 8. I shouted desperately to Doug — "I can't catch up!" Doug looked at me and glanced at Preiss at the wheel. Preiss shrugged elo-



quently at Doug — they were driving on the start line. Doug gave me the classic hands up — "Well, I tried, but maybe next time." The starting gun fired.

The last I saw of them, *Christine* was fading into the haze at an honest 9 knots, there were four people wailing on the coffee grinders, and my poor Honda outboard was breathing heavily. As we slogged back into the harbor, I figured that, at least, it had been an exciting moment. I didn't crew on *Chris-*

*Christine*, with *Mistress Quickly* to the right, dwarfs her crew.

*tine*, but at least there's always next time. Sometimes, when I'm in the bar at the yacht club, and a friend of mine is revealing tales of sailing the Singlehanded TransPac, the Bermuda, or setting chutes on a Santa Cruz 50, I can lean back in my chair and say, "Hey listen! Did I ever tell you about the time I crewed on *Christine* . . . almost?"

— lawrence manson





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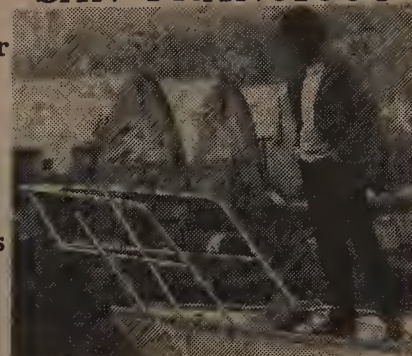


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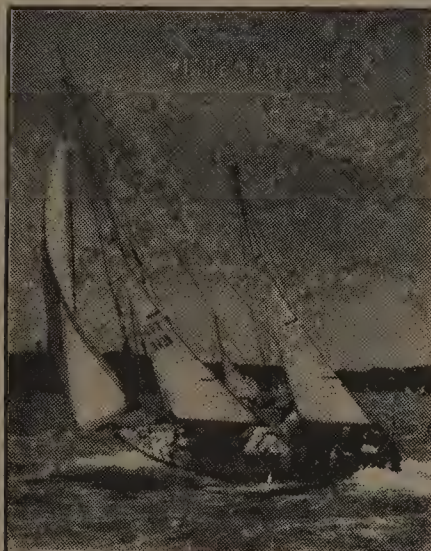
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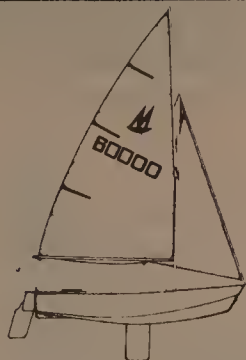
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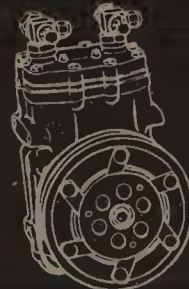
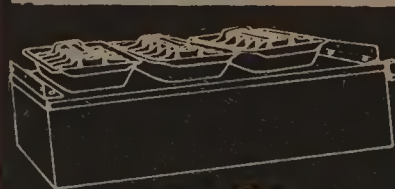
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# CHANGES

## Shadowfox – Carlson 29 Mark & Kay Rudiger Back home in Sausalito

Shadowfox is back home in Sausalito, after a 21-day trip from Honolulu, and we're very glad to be back. The passage was pretty mild except for the last four days during which we got nailed by this horrendous northerly gale, winds 40-50 knots and seas up to 20 feet. Nothing like living in a bowl of cresting and breaking waves for four days.

Anyway, we never had a chance to write from Hawaii after first getting there, so we'd like to let you know about two of the finer things we found in the islands, standing out above the other superlatives to be found there.

We'd been in Hilo for about a week, waiting for the valve spring to arrive from the mainland and just generally cooling our heels, when a visitor happened by with a copy of the *Latitude 38* that had our letter saying we'd be in Hilo soon. Thinking we might have arrived he brought the magazine down for us to read (what service!). His name is Bob Buell, he's the second mate on the Matson inter-island container ship *Mauna Kea*, and is an inveterate big boat racer — most recently he had crewed on *Retaliation* in the SORC. Bob was able to give us the insider's guide to cruising; the best anchorages, best routes to take to get there, and so forth. We got a tour of his ship, which was fascinating, and later on in Honolulu we met his wife and two daughters at their home in Waimea, where we watched the surfers at Sunset Beach (just like watching *Wide World of Sports* on TV!). Hawaiian cruisers, look for the *Mauna Kea* and go introduce yourselves to Bob. You'll get a wealth of information and enjoy the company of one of the nicest sailors in Hawaii.

The other surprise of our trip was the Hawaii Yacht Club in Ala Wai Harbor in Honolulu. After reading about the problems

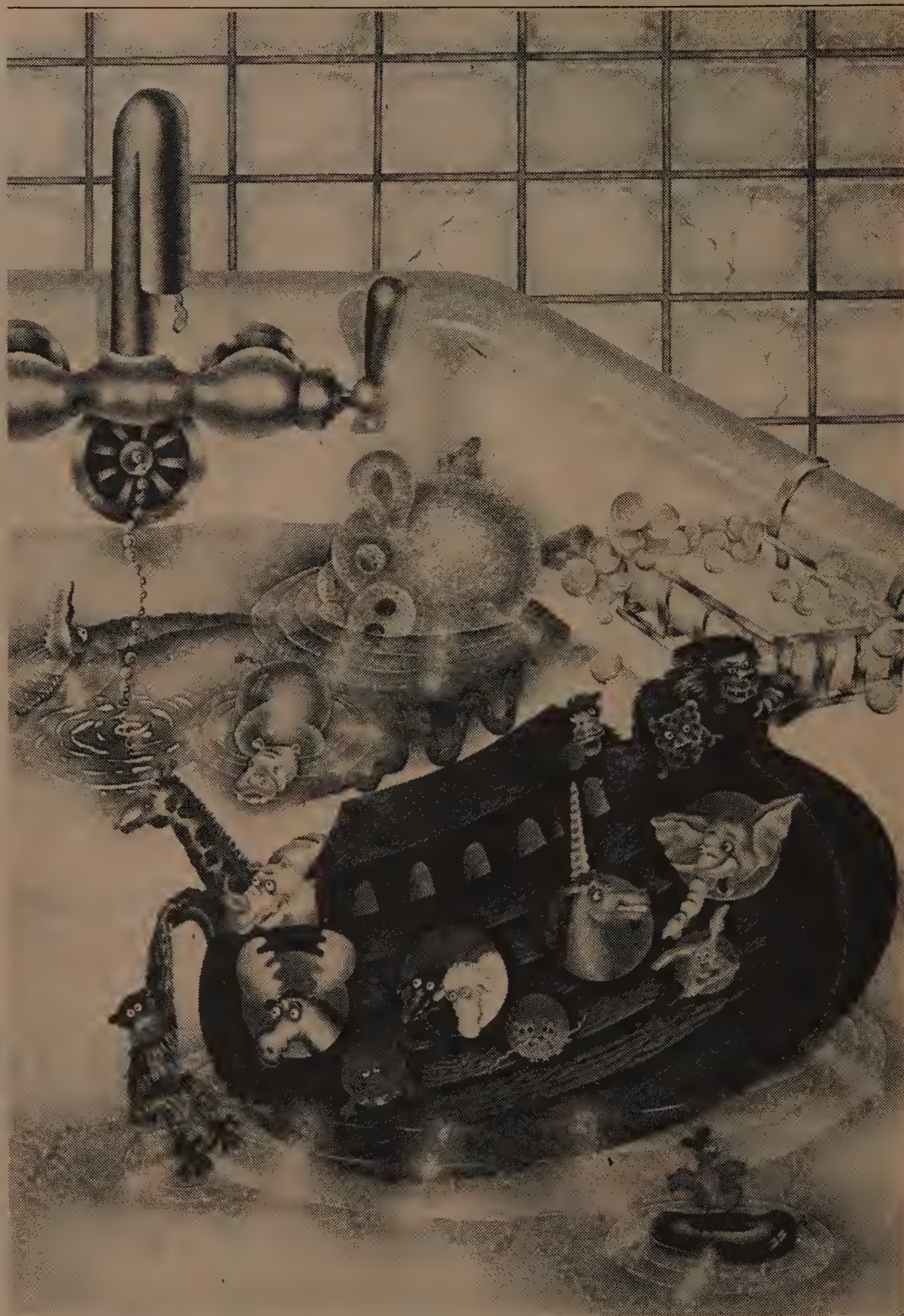
The Rudigers felt this card best described the trip back from Hawaii.

other people have had getting a transient berth at Ala Wai, it's a pleasure to be able to say we were treated so well that we did not want to leave.

Hawaii Yacht Club is located at the end of the middle dock, and they have space for about 10 boats around their sea wall which encircles the club. You tie up bow-in, there is water and electricity, and hot showers. They ask that you not tie up to their dinghy dock when inquiring about a berth, but go down to the loading dock by the Ilikai Hotel then call them. The port captain, Bill Amberg, will come down and talk to you, make sure you're bonafide cruisers (apparently a lot of locals try to get in if they can), and they require a \$100 deposit, \$50 of which is

refunded at the end of your two week stay when you return the front gate/head key. The other \$50 pays for their expenses; HYC is a non-profit organization (beers 50¢, drinks 85¢, lunch and dinner practically at cost). There are Friday Night Races, one El Toro competition and one for big boats; cruisers are encouraged to participate. Live bands every Friday and Saturday nights, and pot luck barbeques each Monday. Need I say that after seven months on the hook this was an oasis in paradise for us! Since their space is very limited, there is no guarantee you'll get in but if you do, it's a treat to be remembered, for sure.

We haven't gotten our pictures developed yet so we're enclosing instead a card which illustrates how we felt about the return trip. Keep up the good work!





**Pink Maru Maru  
King's Legend 41  
Yukio Hasebe & Kanako Ouchi  
Tokyo, Japan**

When Yukio Hasebe and his girlfriend Kanako Ouchi arrived in San Francisco on May 23rd, they both expected to find more dirt and more mess. The native Japanese had somehow gotten the notion that all the U.S. was like New York City. They were pleasantly surprised instead to find "many lovely houses". They also quickly fell in love with California wineries.

The non-stop passage from Japan took the couple 60 days in their King's Legend 41 *Pink Maru Maru*, which roughly translates to mean "pink boat". Yukio's previous boat was a 29-foot FRD sloop called *Pink Mola Mola*, which hit a rock and sunk off the coast of Australia in 1979. He decided to change the name on his new boat for luck.

Yukio started his voyage back in 1977 after 16 years as an advertising representative for Japanese magazines. He was cruis-



LATITUDE 38°55'N

Yukio and Kanako, and their King's Legend 41.

ing singlehanded in the South Pacific until the sinking. He returned to Japan undaunted and put together plans for his next voyage.

*Pink Maru Maru* was built in Kaohsiung, Taiwan, where Yukio took delivery. He wanted to test the boat and sails, but martial law in Taiwan forbids anyone to go sailing for longer than six hours a day (they're afraid people will try to go to mainland China 100 miles away). So Yukio sailed with a friend to Guam, an 180 mile trip that took 30 days.

The island of Guam is an American territory, and Yukio reports it is very modern and very expensive, especially the food and taxis. He compared it to his hometown, Tokyo, and said there are many Japanese tourists who visit there. He anchored during his stay there and said the yacht club was very friendly to him.

Kanako, a native of Sendai, Japan, joined Yukio for a return trip to Taiwan. They left in August, 1981, and encountered a total of 8 typhoons along the way. The difference between a typhoon and hurricane, Yukio says, is that the former has strong winds over a wide area and travels a fairly steady course. A hurricane, however, has stronger winds over a smaller area and also moves more erratically. They managed to avoid one hurricane on the trip.

For Kanako, it was her first sea voyage and she learned quickly how to sail. She even made noodle soup during one typhoon, which Yukio appreciated but

found very difficult to eat!

As they approached Taiwan, Yukio decided to tack away from the Philippines, a detour which cost about three days. They were concerned about pirates. When they landed, they discovered that just a week earlier an American sailor going from the Philippines to Taiwan had been attacked and robbed.

Leaving Taiwan in December, 1981, Yukio and Kanako encountered a big typhoon which broke their windvane. They detoured again to stop off in Japan, where Yukio borrowed a vane from his good friend, Masato Hatanaka. He's the fellow who skippered *Spirit of Half Moon Bay* in last year's solo race from S.F. to Japan.

The passage from Japan to San Francisco was trouble free, much of it spent beating in moderate northerlies. They used a minimum of electricity, recharging the batteries only once every ten days for two hours. They ran without navigation lights; Yukio's philosophy is that the ocean is so big there is little chance to be hit. He says the greatest danger is in calm weather when the ships come close to investigate what's coming across their radar screen out in the middle of the nowhere.

They only used lights for dinner and to make tea. Other than that they were in the dark, when they would either sleep or talk. "I remember what her face looks like," says Yukio, "and I hold that vision in my mind while we talk."

*Pink Maru Maru* spent June tied up to the guest docks at the San Francisco Harbor. Yukio then planned to anchor either off



Kanako Ouchi with the catch of the day.



# CHANGES

Sausalito or at Half Moon Bay. They are currently mapping out their future plans. Yukio will deliver the racing yacht *Fuji* from this summer's Clipper Cup back to Japan. After that he wants to go to the Caribbean and Mediterranean, while Kanako wants to go to the South Pacific. They anticipate sailing for the next ten years. The one goal they agree on is placing themselves correctly on the planet to see the next display by Haley's Comet.

## **Dove — Luder's Allied 33 Larry Rodamer & Betty Ann Moore 'Innocents Aboard' Marquesas & Tuamotus**

Even though this month's installment of 'Innocents Aboard' starts in Hawaii, Larry Rodamer and Betty Ann Moore have months ago sailed *Dove* deeper into the South Pacific. They are in the Tuamotus now, after three months in the Marquesas; adventures to be chronicled in the next issue.

In the meantime they've sent along a list of local boats in that cruising area of the world. They are as follows: *Helaine*, Mike and Donna's 42-foot sloop out of San Diego; *Winds*, Pat, Mary and sons on a Cal 48 out of Washington; *Mystic Cove*, Greg, Val and the kids ketch out of Marina del Rey; *Harmony*, Jack and Lynn's Traveller 32 out of Montara; *Vicision*, another Cal 48 owned by Ronn and Alice of Fairfax; and *Osprey*, Pat and Dick's three-masted schooner out of San Francisco. (We're going to try and get last names in future reports).

Betty Ann reports that all the boats are in great shape and their crews having a wonderful time. She has reminded her mother not to expect her to come back to work "for a long time — as long as the money holds out".

On May 5th Larry and Betty Ann consumed their last drops of booze aboard, a little Grand Marnier, to celebrate their third year



BETTY ANN MOORE

Larry Rodamer in the Marquesas.

of cruising. They left Oakland in Spring of 1980 as pretty raw recruits.

## **Anak — Garden 41 Jim Sollars of Sheridan, Wyoming The Book Based on the South Pacific Cruise**

*The Adventure of Anak* is Jim Sollars "Mom & Pop" paperback recounting his giving up banking in L.A. for a full year economy cruise of the south Pacific. He hopes to come out with a more polished hardback version later and would appreciate some early publicity. Consider these excerpts:

*On learning how to negotiate with the Taiwanese (with whom he eventually bought his boat direct):* "I rented a furnished apartment and negotiated with the landlady a few weeks prior to moving in, just what furniture would be included. A television set was to be included, and sure enough the day I moved in there it was. But it didn't work. It didn't even turn on. When I confronted the landlady with the problem, she very earnest-

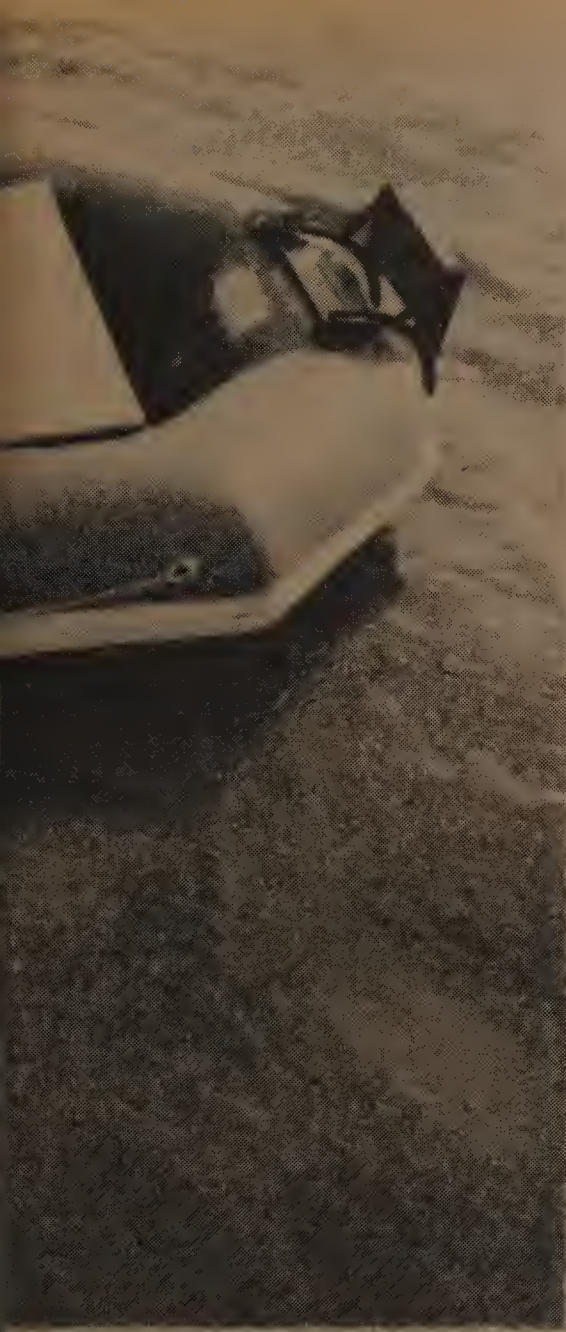
ly informed me that she had given me the TV just as promised, and that after all I didn't ask for one that worked. If I wanted a TV that worked, I would have asked for it. I owe that lady a lot because she was great training . . ."

*On the sentencing of a boat worker who had 'borrowed' Anak's outboard dinghy for a joyride in the Phillipines and lost the engine overboard:* "I had to appear in court and when the judge began to sentence the fellow to six years with no opportunity for parole, I jumped to my feet and I told him that the sentence didn't fit the crime and a quick adjournment was arranged. Behind closed doors we got the situation in hand and the fellow was released in a week."

*On the value of water:* "Now, in my pre-sailing days, I have to admit that I really did not appreciate the value of a good rainstorm. On the ocean, sailing around in a relatively small yacht, fresh water is something you cook with, drink and brush your teeth with. That's all. You don't bathe with it because if you did pretty soon you would be brushing your teeth in saltwater. There's just not enough fresh water to go around."

*On a Mono Island celebration:* "October 27 is liberation day for the people of Falamai





plentiful that you couldn't starve if you tried, the people are invariably courteous and friendly, and that sea is at your doorstep offering scenery that would take your breath away. Someone else might tell you that it's hot, there are too many sharks, and that they can't abide breadfruit. It's all in the eye of the beholder."

*On Opua, Bay of Islands, New Zealand:* "You would like it. You'd have to. For example, when you make a long distance call from a telephone booth, and the operator asks what the booth number is, you find that it's 3, instead of 94258679. And then she chats with you while your number is going through and asks you if everything is OK after your call.

The lady in the one-person post office will hold your sails under the counter for you while you grab some lunch before the bus takes you to the sailmakers.

The sailmaker picks you up at the bus station when you just called for directions. The shopkeeper sells you food wholesale when you get ready to leave. The harbormaster refused the normal berthing fee and shakes your hand instead."

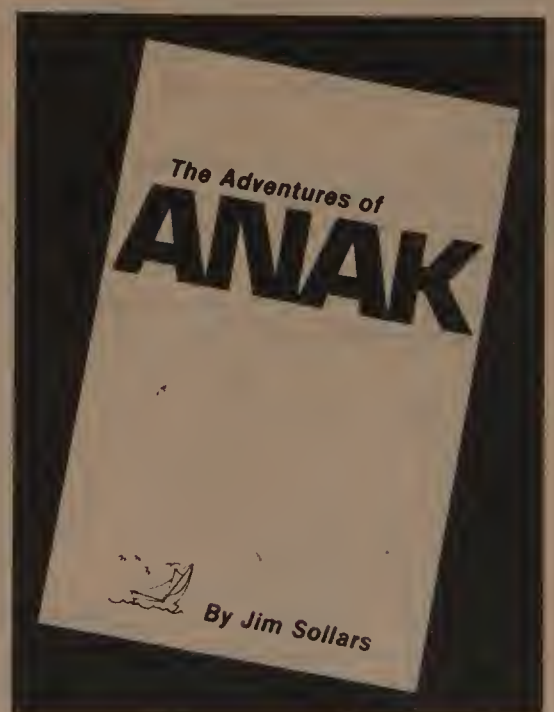
*On gift-giving in Rarotonga:* "As in all new places though, the people are the most important variable. I can't say that I've ever been in a new island, village, or town, that I didn't like the people. Rarotonga was no exception. At first it will almost put you on the defensive when someone initiates a conversation with you and eventually says that they would like to bring you a gift. Say a gunny sack of oranges or coconuts. Automatically I begin thinking that I should give a gift in return, until I realize that their gift isn't given in the expectation of a return gift, but just a gift to say "Here is something I want you to have."

*On problems in the Cook Islands:* "I presented myself to the head immigration officer for permission to sail to the outer islands and was promptly denied. After two more

meetings I was finally, and discreetly informed that the reason yachts were refused access to the outer islands was because the nature of the Cook Islander is to welcome any visitor, feed and house him till they should leave. It is impolite for a Cook Islander to tell someone that it is time they should leave, thus leaving the unscrupulous yachting a tremendous opportunity to overindulge."

*Mackerel fishing in Manahiki:* "Ioanne brought two fishing poles — or rather twigs — with about 18 inches of line and a wee shiny hook tied at the end. Next we picked a few, young coconuts. The coconuts have a soft meat inside, sort of like raw turnips. We scrapped all the meat out and took the dinghy past the reef to the outer ocean, and the fun began.

We put all the soft coconut meat in our mouths and jumped overboard with the lit-



tle fishing poles. We'd take a few pieces of meat out of our mouths and spread it in the water. Here come the mackerel. Put your hook into the suspended meat and feed the

village. On that day, in 1944, American and New Zealand troops invaded the island driving out the occupying Japanese. Many of the villagers acted as scouts and coastwatchers. Every October 27 the people of Falamai commemorate the day with a big feast and testimonials to preserve the memory of that day.

We were given places of honor across from the Chief, divided by a two-foot wide 'table' of banana leaves that extended 200-ft. Food was placed all along the banana leaves and the whole village sat down for a meal. During the meal each person that participated in the invasion told the village what happened that day.

When the last story was told it was pitch dark. The Chief rose signalling, I thought, the end of the feast. But as we rose the whole village began singing the Remembrance Song. It was the most moving I have ever heard. Sung in their own language, the women sang a few bars answered by the men. Sopranos and deep basses like you've never heard. If you didn't have tears in your eyes that night you were made of salt."

*On the south Pacific:* "To me they (the islands) are the hub of the universe. The weather is mild year round, the food is so



We are now trying to decide whether to sail to Sydney or Seattle.



P.S. Just a correction — we are from Ukiah, not Eureka.

## Costa Rican Crossroads Joaquin Gomez Gramunt B of A Credit Card Rep

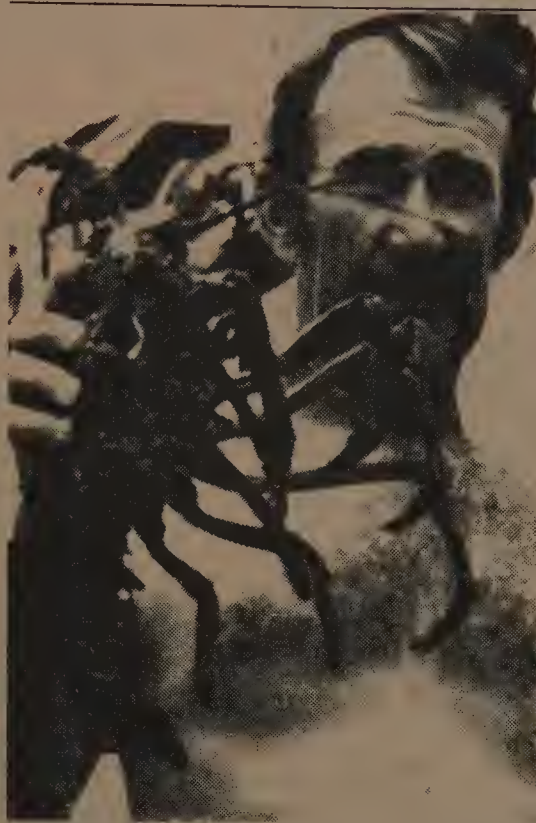
Receive my best regards and let me present you this essay which I would wish, if possible, to be included in your next edition of your well-known magazine, which I have read several numbers. And now let me give your readers an idea of how is Costa Rica, sailing experiences, and a list of some yachtsmen that have participate in mine hobby.

"My name is Joaquin Gomez, I'm a credit cards Representative in Bank of America; with a 51,900 square kilometers in area, this small Central American country has as attractions for tourism its tropical climate, clean beaches, high volcanoes, its well-known democracy, not to mention our beautiful women."

"For the last four years I have been building a photo album, of all seamen coming to our branch requesting credit card services, and up to date I have 48 photos, and I'm still waiting for some more to be mailed from three continents."

"This is a list of some of the yachtsmen that have participate in this activity:

<i>Tantalus</i>	Warren Christianson
<i>White Cloud</i>	Eddie & Kenneth
<i>Galaxy</i>	Carl Ruegg
<i>Largesse</i>	Bill Rivers
<i>Libre</i>	Bob Ritter
<i>My Desire</i>	Ralph McDonald
<i>Wee Bunty</i>	Marcio Vieira
<i>Brisa</i>	Mark Schrader
<i>Hawk Tui</i>	Kenneth Hawkins
<i>Rogue Swan</i>	Clay Manville
<i>Keet</i>	Fred Prussing
<i>Basto II</i>	Daniel Vetvik
<i>Jane</i>	Paul Weller
<i>Masara II</i>	Gary Antoine
<i>Waxing</i>	Stanley Roeder
<i>Outbound</i>	David Walker



Bob Jensen and his dinner.

GAIL JENSEN

persons have had the confidence to give me a photograph. I would like to invite each one of the readers to visit Costa Rica and know more of our country; we will be writing for you."

## Vingilot Burwell Taylor M.D., PhD Sea of Cortez

For two months now I have needed a female crew member for cruising in the Sea of Cortez this summer and more distant places later on. I had been unable to find a suitable person in either Cabo San Lucas or La Paz (my boat is in the La Paz area now) and my outlook was dismal until a friend referred me to the April issue of *Latitude 38* with the Crew Lists for cruising. Armed with this, I flew to San Francisco and got busy on the telephone. The criteria for selecting the names on my list were: female, 30 or over, an expressed wish to cruise to Mexico or more distant places ("Jupiter and the black holes") and a willingness to share some expenses. Twenty-three women met these criteria and one of them referred me to a friend, making a total of 24. The ages ranged from 54 to 30.

I had high hopes that there would be some concrete results from the investment of time, effort and money by *Latitude 38* and myself. Not so. Only one woman was sufficiently interested to agree to a meeting. Below are listed the results of my telephone calls which included area codes 415, 707, 916 and 408.

No contact at all (no answer to telephone calls, repeated) — 5.

Telephone number given "not in service" — 1.

No longer at the telephone number given — 1.

Did not return call (message left on a recorder) — 2.

Job change — 1.

<i>Manly</i>	Walter Vincent
<i>Rogue Bear</i>	Hugh Crawford
<i>Galatea</i>	Jim Deane
<i>Macho</i>	Jim Hollingsworth
<i>Alphora</i>	Gordon Rodout
<i>Merilintu</i>	Patrick Moore
<i>Annie O</i>	Donald Oakley
<i>Serenata</i>	Ken Kirkpatrick
<i>Sea Scape</i>	Bob Fadden
<i>Samantaa</i>	S.W. Minton
<i>Panacea</i>	Noel Mouchou
<i>Mandella</i>	Rebeca Bomar
<i>Casa del Mar</i>	Don Lundholm
<i>Sterrmalong</i>	Norman Halt
<i>Lookfar</i>	Arden Jack Alex

Wilken, etc., etc., etc.

and many other good friends.

"One of our most pleasurable weekends was when former surgeon, Dr. Patrick Moore, invited three of us: former auditor, Christofer Lininger, accountant Leonel Valenzuela, and myself, last October 1980, to a 30 miles round trip aboard the *Merilintu* (Finish word for seabird) on the Gulf of Nicoya and the Costa Rican Pacific Coast. It was a very exciting trip where we learned to up anchor, blow bag pipe and also explored the Jesusita Island."

"Occasionally, when some of the seamen come back to our country, they come to say hello very effusively, and to check our album to remember old experiences with other yachtsmen, from photos recently received."

"It's a personal satisfaction that all these



# CHANGES IN LATITUDES



No interest, no reason given — 2.

Temporarily unable, interested for future — 2.

Temporarily unable, not interested in future — 2.

No money now, no interest for future — 2.

Not available, no reason given — 3.

Short term or weekends only — 2.

One woman, aged 41, asked me one question only "How old was I?" (64). She then volunteered the information that she'd had several calls "like that" (Like what?); that she was "looking for someone with common interests" (I wonder how she knew mine); that she would not "venture outside the Gate with someone of that age". She had announced herself as "Mrs." when she returned my call. Someone has a real sweetheart.

The final tally: zero. An interesting fact that should not be overlooked is that not one of the women said, "Hey — too bad, you're just a little too late. I've already made arrangements to go cruising," or words to that effect. It is possible, I suppose, that those who did not answer the telephone had gone cruising, but that's a long shot and I doubt it. I think it worth mentioning again that all of

Can't make it somewhere exotic this year? Then why not do as the folks in the *Islander 30* and cruise on up the Delta. Our very own guide to the Delta starts on page 88 of this issue.

the women I contacted or tried to contact had indicated in their listing that they met the criteria I stated above.

Reluctantly I conclude that many, if not most, of the women who supply names and data for the Crew List for cruising are not serious in their intentions to cruise nor honest with the facts they provide. I don't know that *Latitude 38* can do anything about this, but those of us looking for cruising crew (female) should keep our expectations low.

*Burwell — Sailing talk is always cheap, but we had hoped the Crew List wouldn't have proved as hollow as your survey would suggest. Next year, as you suggest, we're going to have to do some screening.*

*Perhaps you'd do best to look elsewhere than America for a woman who is willing to cruise with an older sailor. Perhaps on the mainland of Mexico. About three years ago we met a couple anchored in the Mazatlan harbor aboard an *Acapulco 40*, Cuchi. The*

*gentleman was a retired Canadian who had come south to find a Mexican wife. His wife was a wonderful Mexican lady he'd met at a local bakery. They were very happy together, and as we understand it are still there finishing off their boat.*

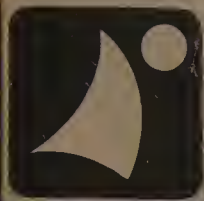
*But by far your best bet would be to sail to Costa Rica, the lonely sailor's paradise. Costa Rica is a great sailing country, the food is incredibly cheap (25¢ for 25 oranges; \$3.00 for a great steak dinner with all the trimmings), and Costa Rican women love American men. It's not at all uncommon for retired American males to marry 25-year old Costa Rican women, both of whom are very pleased with the arrangement.*

*For those of a more mercenary nature, \$5 a day will get you a lovely Costa Rican woman who will not only be your concubine, but will sew your clothes, cook your food, do your shopping, and even get jealous as hell if you dare look at another woman. This is all on the level, and one of the reasons many delivery crews between the U.S. and Panama make a week-long stopover in Costa Rica.*



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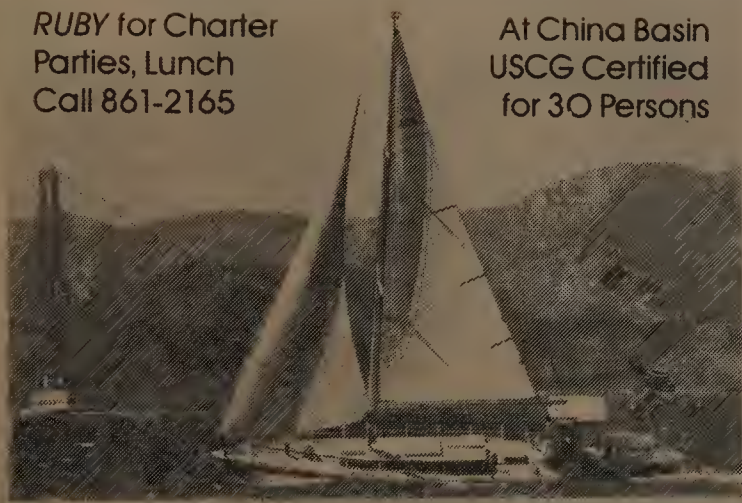


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# NEW BOATS

It's always fun to find out about new boats. This past month we heard about several — boats being built, new boats being delivered soon, and "old" new boats that just arrived on the Bay. They range from an exotic, 44-ft. ULDB with four trapeze wires to a traditional 65-ft. Alden wood schooner. Each one represents a lot of hopes and dreams, for the owner, the designer, and the builders.

Designer Carl Schumacher calls Arch Marez's 44-ft. ULDB an "ultimate Santa Cruz boat". It certainly is the biggest high performance daysailor we've ever seen. The 14-ft. cockpit has long benches on either side, which makes it look like a municipal bus. "There's a boat a-coming, you just get onboard!"

Marez, who also owns the Swan 441 *Avril*, was reluctant to talk much about the boat. "Let's just see what happens after it hits the water," was his comment. He did say he didn't plan on it being the fastest thing on the water, but just looking at it tells you it was made for speed.

Although it's 14 feet longer on the water-line than Schumacher's Pyramid 30, the boat has the same freeboard. It's 11 feet wide and will have a 90% fractional rig with masthead spinnaker. All up weight will be around 6,500-pounds, of which half will be in the retractable centerboard. Jim Antrim, who worked on a 20,000-lb. retracting keel for the famous ocean racer *Ondine*, helped Schumacher with the centerboard mechanics. The boat will have a self-tacking jib, which means it can be sailed short handed. It'll also be great for short tacking up the Santa Cruz Boardwalk shore on the local Wednesday night races.

Larry Tuttle is building the boat, using a KlegetCell core with woven glass and epoxy. The deck frames are spruce, while the bulkheads and deck are Bruynzeel Occume plywood. Glass hulled boats with wood decks are Tuttle's specialty; he's been building International 505 dinghies that way for over five years, including four with the legendary Mark Lindsey of Massachusetts. The Marez boat is the biggest one he's attempted so far. He also makes state of the art carbon fiber spars and wood rudders and centerboards, and he'll fabricate a carbon fiber spinnaker pole for the 44-footer.



Bob Thomsen gets small next to the 65-ft. Alden schooner.

Alameda's Dave Hulse is making the aluminum mast and boom.

Like lighter cars, lighter boats seem to be in vogue these days. Tom Wylie's latest effort is a 60-ft. ULDB for Marin's Larry Diggs. Larry saw Wylie's light cruising design submitted in the San Francisco 40 contest (Volume 55, January 1982) and thought he'd like something similar, but 20 feet longer.

Wylie says the hull will be light by production boat standards, but heavy compared to IOR boats. Alameda's North Coast Yachts will do the hull and deck, using S-glass and vinyl ester resin. That will make for a more expensive initial cost, but Tom feels there will be considerable savings later on in terms of a

lighter, smaller engine, mast and winches. The cutter rig will also have a small sail selection: a large main, 150 jib, a number 3 jib and a staysail reefable to a storm jib.

Another Wylie design due sometime in the future, a 37-ft. production racer/cruiser. Builder Ron Moore, well known for his Moore 24, says the boat is "still a twinkle in our eye". He and Tom envision it as a "minimal ocean racer, the least expensive way for someone to get into the ocean racing circuit — TransPac, Bermuda Race, Chicago to Mackinac, and the Mexico races". The final product will weigh in under 7,000-lbs. and the estimated sailaway cost is from



\$60,000 to \$65,000.

By the time the Wylie 37 gets going, Santa Cruz's George Olson hopes there'll be a multitude of his new Olson 40's going fast and winning races. He's got commitments for eight already and, when last seen, was busily working out the interior for hull #1. The bare shell itself weighed in at 1,600 lbs., 100 lbs. more than the already sailing Santa Cruz 40, designed and built by Bill Lee. George feels he can make up that extra poundage as he finishes the boat off. They've already gotten a call from a fellow who was interested in campaigning one in the 1983 SORC, as well as an inquiry from Caracas, Venezuela.

Even though Santa Cruz has a world-wide reputation for fast, light boats, that hasn't stopped C&B Marine's Bob Thomsen from forging ahead with a 65-ft., 75,000 lb. Alden schooner. It'll be the first cold-molded Alden design ever built, and Bob wouldn't mind doing another one after this one's finished in January of 1983. The massive hull is complete, and they're now finishing off the interior. The boat looks like it will be a super showcase.

Oakland's Gary Mull is also involved in a

big boat effort. Lofting for his first maxi design, the 82-ft. *Sorcery*, has begun in Southern California. Owner/builder Jake Wood is in no particular rush to get it done; he's more concerned with doing it right. The boat will be aluminum and weigh about 75,000 lbs.

*Sorcery* will rate at 70.0-ft., the upper IOR limit. Mull spent considerable time analyzing several of the other maxis already built, such as Ron Holland's *Kialoa* and *Condor* and German Frers' *Xargo*. He concluded that most of them are undercanvassed for their size and they don't have enough stability. He's attempted to avoid those shortcomings with *Sorcery*.

He also sweated over the deck plan, going through sixteen versions before settling on one he likes. "These aren't just 50 foot boats with 30 more feet added on," he says. "They're goddamn enormous!" The weight and tension on the running and standing rigging can do great bodily harm, so the deck layout becomes critical for efficient sailing.

*Mr. Munch* is the name of another 70.0 foot rated boat, only this Ron Holland-designed ULDB will measure 67-ft. on the deck. She'll be owned by Silicon Valley's Nolan Bushnell and Joseph Keenan, the



George "the kneeling Buddha" Olson.

fellows who started Atari, brought you the video game, Pong, and now run Pizza Time Theatres. Skippering will be Bruce Munro, former partner in the Peterson 40 *Leading Lady*. This trio had such a good time racing Keenan's Swan 441 *Sea Rat* to Honolulu last summer, they decided to do it again in 1983 with a faster horse. San Diego's Kerry Geraghty is building *Mr. Munch*. After the scheduled launching in November, she'll compete in a Mexico race, come north for the Danforth and then head for L.A. to start the TransPac. Munro says the T.P. race committee has changed the rules such that it appears perennial champion *Merlin* and challenger *Christine* won't make the 70.0 foot rating limit. It's too bad; '*Merlin Meets Mr. Munch*' would have made a great headline.

On the local IOR level, there's some action taking place too. The latest addition to the fleet is *Zingara*, which used to be called *Locura*. The Mark Soveral-design rated 28.6 feet when she was new and won her Class in the 1981 SORC. This year she ended up 2nd in class at the SORC, although her rating is now 32.2-ft.

The three owners, calling themselves *Zingara Racing Limited*, are Tom Stubbs, a real estate developer, Mike Brenneman, a resident of Denver who flies in weekends to

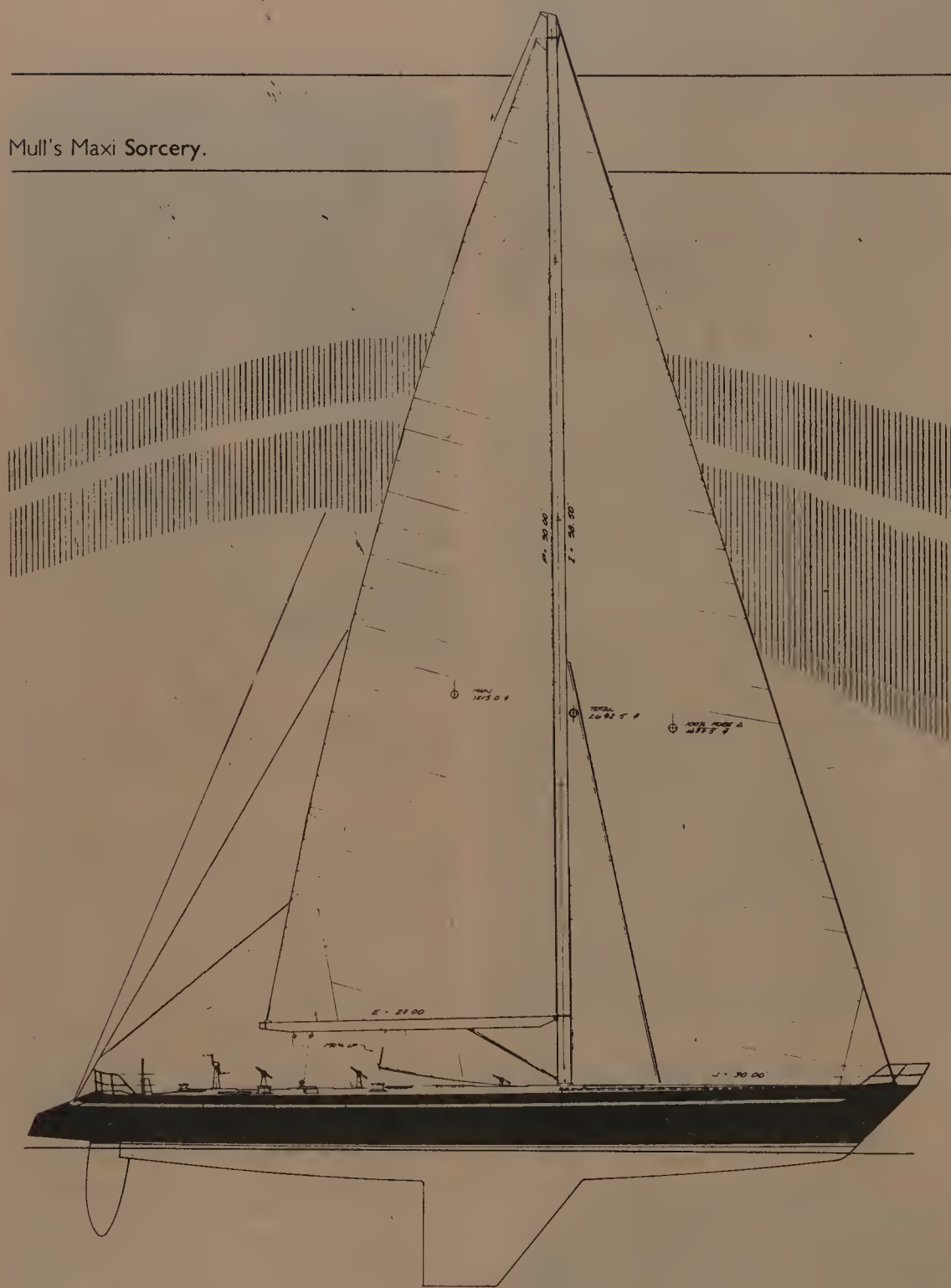
Marez muni transit system.





# NEW BOATS

Mull's Maxi Sorcery.



sail, and San Francisco architect Neville Price, a native New Zealander. Stubbs and Brenneman are relative newcomers, but Price has been racing since he was seven-years old. In Auckland he owned a 50-ft. planing speedster called *Volante*, designed by 12 Meter craftsman Ben Lexcan. He also helped design and was the original owner of the Farr 52 *Zamazaan*, now sailing on the bay for Larry Stewart.

Price, who recently moved to the States and was busy setting up his business, hadn't planned to get back into sailing so soon, but his two friends talked him into it. They looked at several boats before settling on *Locura*. Price says he had to have a boat that could plane. "Reaching in a breeze and pushing water out of your way is not my idea of sailing," he says. Price will skipper the boat, and the trio will campaign her hard: after the Stone Club they'll go to Hawaii for the Clipper Cup, followed by the Big Boat Series on the bay and then to the SORC in 1983.

And finally, there are the twin Frers 40's due soon for Richmond YC's Laurie and Mary Lou Timpson and St. Francis YC's Jim Mizel. The hull and decks are scheduled for delivery from Tom Dreyfus's New Orleans Marine in mid-July. After finishing, the boats will speed test against each other. Sailmaker Jim DeWitt will be part of that program and is very excited about having two identical boats to try out different sail combinations on. Both boats will be berthed in Richmond.

— latitude 38 — SUC



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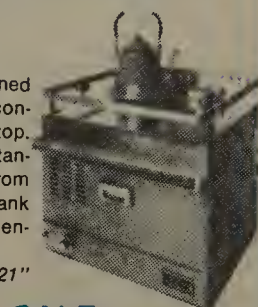
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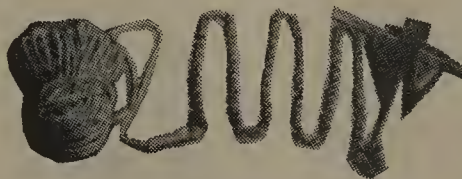
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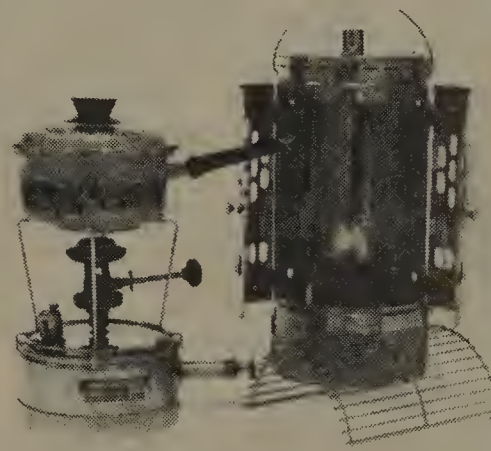
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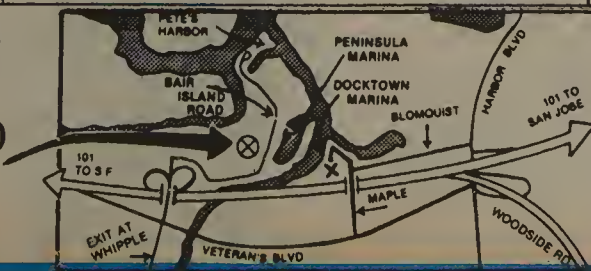
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# MINI CRUISE

I was just beginning to think the frostbite season would never end when my husband John suggested a mini-cruise. That means you don't have to go far. He wouldn't tell me where we were going, but he promised me it would be warm and I didn't have to provision for the whole weekend.

"Just bring your jogging shoes," he said. "We'll eat ashore once we get there."

The air was crisp as we motored out of the harbor, and I wore my usual four layers of sailing gear. Finding a snug retreat nearby wasn't going to be easy. You could see the fog lurking over the Headlands and a brisk breeze nipped my nose as John tucked in the flattening reef.

"I thought we'd sail over and watch the Master Mariners for awhile," he said. That seemed like a good idea, so we headed for the Cityfront where the grand old yachts and the funky gaff-riggers mingled with a huge fleet of small, light one-designs from another race.

"I'm told *Santana* won't be racing this year after all," I said. "After winning five of the last six races, she missed the entry deadline."

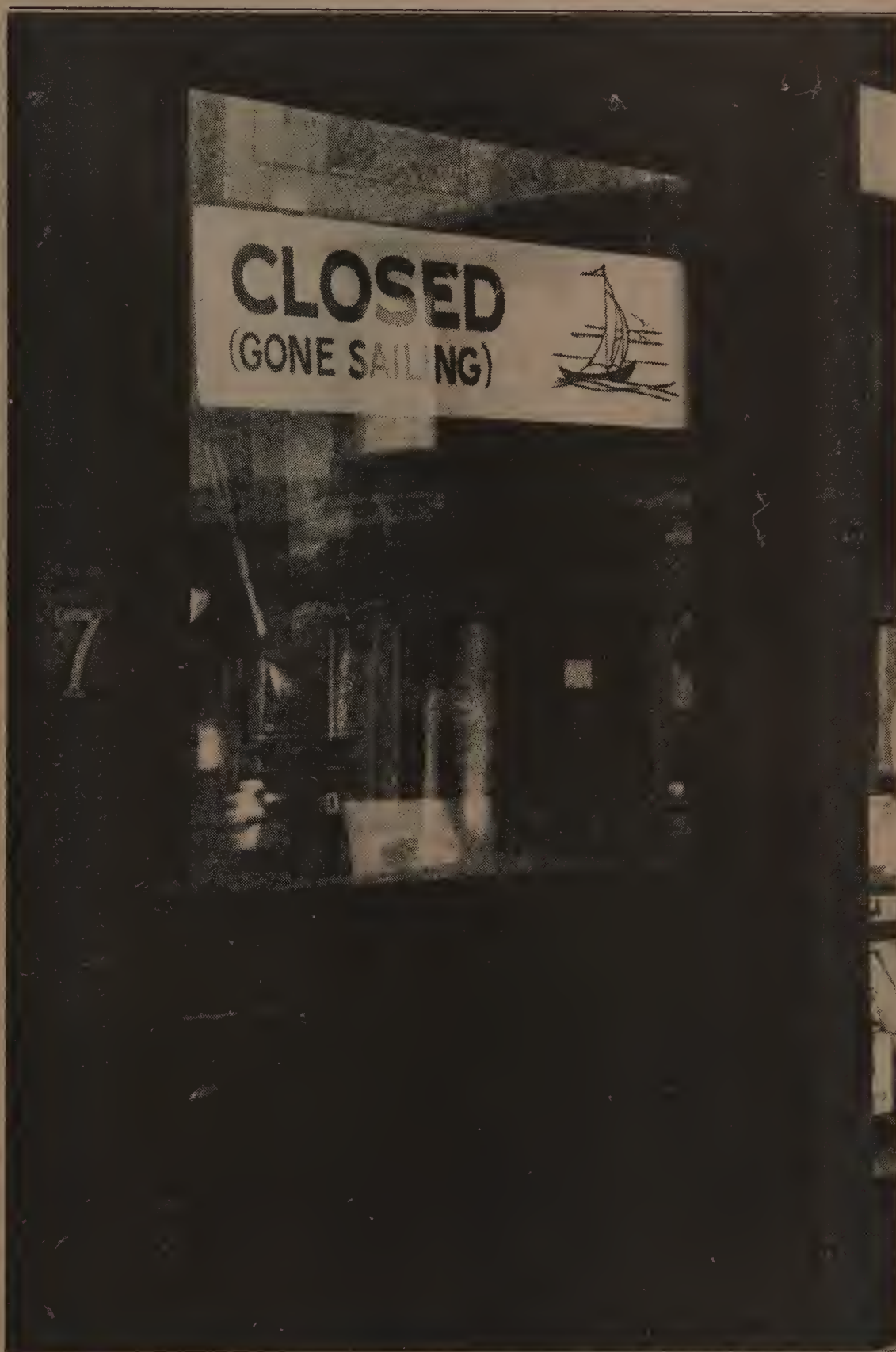
"Wow, what a bummer," John replied as he cranked in the lapper. The old timers were passing by on the downwind leg, a grand parade of widely varied antiques, gleaming with varnish.

Finally, we turned and went with them, but as the wind lightened behind Angel Island, the ebb slowed the race to a tedious crawl and we decided to drop anchor for a picnic.

We chose a sheltered spot a stone's throw from the beach, dropped the hook, and broke out some cold cuts. No sooner had I laid out a delicatessen feast half the length of the cockpit than John noticed a boat dragging anchor and coming toward us, stern first. Its occupants were oblivious to what was happening, lounging in the cockpit immersed in animated conversation. John gave a shout and they finally jumped to attention.

We had anchored from the stern. "I read that the easiest way to anchor is just drop it over the side," John had related, "No sense dragging that heavy thing all the way to the bow."

Well, that brought us stern-to-stern with



The message is clear at the Ragged Sailor on Tiburon's main street.

the anchor dragger, and as all hands clamored to fend off, lunch became the victim. A sea boot hit the edge of a plate, sending a stack of bread soaring. The jar of mustard rolled the length of the cockpit seat before splatting upside down on the floor. A can of Coors overturned, gurgling its contents out

into a slippery stream that found the spilled mustard, and a foamy yellow concoction inched toward the cockpit drain. I made an immediate mental note that baggie-encased sandwiches were probably superior in some ways to cockpit buffets, and anchoring from the bow definitely has its good points.



# MINI CRUISE

After consuming our buffet, sans mustard and bread, we left the anchorage and sailed north toward the Richmond Bridge. John steadfastly refused to reveal our destination.

Sailing north proved to be just a diversion and we eventually came about and entered Raccoon Strait.

Veering off to starboard, we entered the channel toward Corinthian YC, rounding the black mark to port. There are lots of anchored and moored boats in the area, but local knowledge is required of keel boat skippers venturing from the channel. We stayed outside the breakwater, following the curving shoreline to port until we reached the channel markers. We came to rest ultimately at the San Francisco Yacht Club, oldest club on the West Coast, nestled in the lee of Belvedere. There was a cruise fleet occupying the large guest dock, but John had phoned the harbor master and arranged for a berth in their cozy little harbor. Reciprocal yacht club members are welcome on a space available basis for three days at no cost, after that there is a charge of \$5 per day, with a



10-day limit.

How come a Belvedere yacht club is named San Francisco? It seems that back in 1869, the club was founded in San Francisco near Mission Rock. Inadequate water depth and industrial expansion in the area precipitated a move to Sausalito. They built



The view from above.

a clubhouse there which is now the site on Ondine's Restaurant. Then in 1926, the group felt the need to move out of the increasingly congested area, but the membership was divided on where they should relocate. Many felt the Belvedere location was ideal while others favored the San Francisco Marina. A bitter fight ensued among directors and members, but the Belvedere location was ultimately selected. Many of those opposed felt so strongly that they resigned from the club and formed the St. Francis Yacht Club.

The San Francisco Yacht Club made the move to rented space in Belvedere in 1927, then constructed a small clubhouse on the current property in 1934. Bureaucracy, depression and war delayed harbor construction until the mid-50's. The cove now harbors 175 berths. The sheltered location makes it a balmy retreat even when the westerlies howl, and three small boat hoists add to its utility for members.

The clubhouse is outstanding, with a fine dining room and a huge bar which is a post-race gathering place for the host of racing events which SFYC sponsors. Cocktails or brunch on the veranda overlooking the harbor reveals a bustling, active membership.

SFYC boasts a renowned junior program serving some 200 youngsters each summer.

It is an intense program, five days a week, offering El Toro, Laser, Rhodes 19, Santana 20, and Flying Junior experience. A snack bar on the lawn near the club caters to the juniors and other hungry sailors.

Generous guest docking is conveniently located directly in front of the club, but prior inquiry is suggested since the club hosts





## The SAN FRANCISCO YACHT CLUB



ed during the 70's to allow a view of the water.

Among the remaining buildings is the historic China Cabin, considered to be a valuable maritime relic. *The China* was a wooden side-wheeled steamer built in 1866 and used for transpacific passenger service, then burned for scrap metal in Tiburon in 1886. The China Cabin is the ship's social hall which was purchased intact, furnished circa 1895, by J.T. Keefe, port captain of the Corinthian Yacht Club, who barged it to Belvedere as the family's weekend retreat. The China Cabin is currently undergoing restoration as a historical site, soon to be open to the public and well worth a visit.

Leaving the waterfront, we detoured up steep Bellevue Avenue for a breathtaking view of the bay and a close inspection of the abodes of the lucky few who live there. A stairway descending from the parking area at the top of the hill leads down to the Corinthian Yacht Club.

Continuing down the crescent shaped road, we arrived near charming downtown Tiburon; two blocks of shops, restaurants, and other diversions.

Among the many good restaurants are the popular outdoor deck at Sam's Anchor Cafe, Sabella's for fancy dining, Tiburon Tommie's Polynesian Food, and Carlos O'Brian's, with a most diverse menu, as the name might imply.

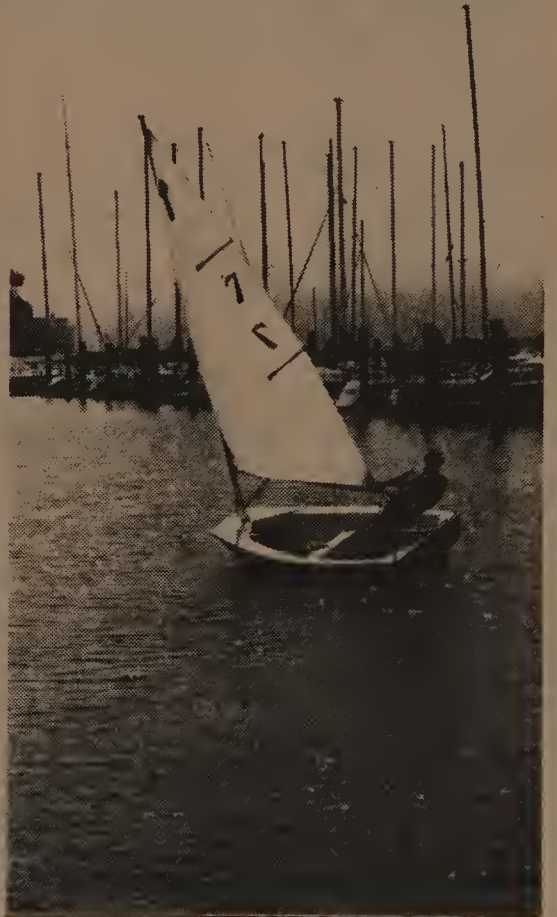
Sweden House Bakery offers irresistible pastries, and Biagio's can cure your craving for pizza. You'll also find nautical boutiques, a wine tasting room, a small art gallery, a toy shop, a hot fudge factory . . . something for everybody!

The walk to Tiburon is not the only exercise available to creaky sailors. A mile down San Rafael Avenue, which is directly across from the club, you reach Richardson Bay and a popular waterside jogging path.

A vertical hike up Beach Road will give you either cardiac arrest or a peek at Belvedere's mansion community and a different perspective on the view.

The walk and the good smells in Tiburon stimulated our appetites, so we headed back to SFYC to round up the children and dine in the club. We found the fare, and the prices, to be comparable to a restaurant. Dinner reservations are advisable.

An eggs-benedict brunch started the following day off beautifully, and after some avid mid-afternoon dinghy sailing, we took a leisurely day-sail in the direction of home.



John had been right of course, a mini-cruise was just what I needed, and this time, The San Francisco Yacht Club offered just the right combination of facilities.

Club Office: 435-9133

Harbor Office: 435-4202

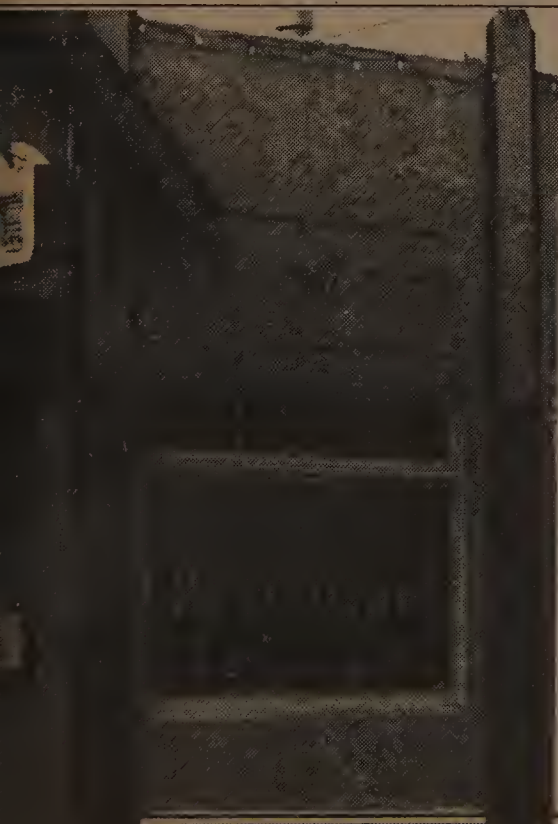
(Reciprocal yacht club membership is required).

— sue rowley

ALL PHOTOS BY SUE ROWLEY

many large cruise-ins and racing fleets. The restrooms are not as convenient. The women's requires a walk through the dining room, the men's through the bar.

After securing the boat and shoving the kids off in their El Toros, we chubby adults opted for a hike down to Tiburon via the scenic route. Leaving the club by the front door, we turned right and walked along the waterfront where several cabins were remov-





<p><b>PUFFIN — VASHON ISLAND CUTTER.</b> '67 26' Garden-design w/2 So. Pac. cruises behind her. 37'-26' 23½'-9'5"-5'10-8 tons. Hasler, Avon, Downwind twins, 20# + 40# Danforth, Plath, Walker log, etc. Reblt Volvo dsl. Int. incompl. 35K. Pelican Harbor. (415) 388-1669</p>	<p><b>CAPE COD BULLSEYE</b> F/G replica of a Herreshoff 12½ full keel day-sailer, 15½ LOA. Designed for sailing on ocean bays. Complete w/2 suits of sails, traller, etc. Exc. cond. Berkeley Marina berth available. \$4,200. (415) 234-8540(e); 254-5357.</p>	<p><b>ARIES 32 SLOOP — Comfort &amp; Performance</b> In the bay or beyond. Mast-crafted top grade teak provides warmth &amp; ambiance down below. Like new &amp; loaded, she's easily singlehanded &amp; ready to liveaboard. Choice Sausalito berth. \$43,000. Owner will finance. 332-0372.</p>
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<p><b>OWNER WILL TRADE</b> Unique 2-story home, 2400 sq.ft. in Sierra Foothills. Can be 2 lg. apts (rent 1?; sm. business?). Rdwd. decks. Mature fruit trees, pine, etc. on 2 acres. \$135,000. Wanted: 34' to 44' cruising sailboat. (916) 878-0228.</p>	<p><b>23-YEAR OLD FRENCH GIRL</b> Looking for berth to Mexico or westward. Hard worker, excellent cook, share expenses. Has some sailing experience. Available after August '82. (408) 243-6057.</p>	<p><b>COLUMBIA 29</b> '66 MK II — good condition. 30 h.p. Atomic 4, d.s., k.m., VHF, FM, 6 bags of sails incl. spinaker. Recent haul out and survey. \$22,500. (415) 522-8210</p>
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<p><b>1971 CATALINA 22</b> 2 sets sails, 6 hp o.b., with trailer, SSF slip, many extras. Make offer. (415) 595-0578</p>	<p><b>Partnership/Purchase — Newport 30 MKII</b> 150% genoa, spin., 11 winches, VHF, 5 Instr., Coyote Pt. berth, 1/2 prtnr; \$3500 + \$350/mo. Will consider 2—1/3 prtnrship. Purchase for \$34,500 (poss. loan assumpt.). Rob Bellevue (415) 697-3761(w); (415) 361-8524(h).</p>	<p><b>FOR SALE</b> 72' Sitka spruce mast - track - 1/2x19 stainless standing rigging and fittings. Mast built by Bill Duffin of Saucelito. Rigging by Weeks-Howe Emerson. \$22,000 value—our price \$12,000. (707) 745-4340 — (707) 554-2153</p>
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<p><b>"SCARAMOUCHE" — '74 ERICSON 35</b> Fin keel sloop, rac'g/cruis'g gear &amp; sails, exc. cond., all amenities incld. cstm. storage for livaboard/cruis'g comfort, Marlin berth, owner moved, might fin. right party. Box 1685, Sausalito, CA 94966; (415) 332-7543 after 6 p.m.</p>	<p><b>VANGUARD 33</b> Premium full keel racing/cruise sloop w/classic lines/quality construc. by Pearson. Electr., new North sails &amp; extras. Meticulous care by 8 yr. owner. Berth avail., Paradise Cay Harbor, Tiburon. \$37,000. (415) 499-0992.</p>	<p><b>15' MUTINEER</b> Exc. daysailer for bay/lake/delta. Good cond. Fast, but roomy for 1-4 people. Centerboard, small cuddy for storage, positive flotation, newly rewired trailer. Ready to sail—priced to sell—\$1100. Bill (415) 339-1658 (eves.).</p>
<p><b>WESTSAIL 32'</b> Outfitted for cruising. Twin downwind sails, vane, autopilot, 300' chain, several anchors, dinghy, radio, cabin heater, etc., etc. Cruised Tahiti. Sausalito berth. \$55,000. Hal (415) 332-4603.</p>	<p><b>REACHER—DRIFTER WANTED</b> Need used Drifter or Jenniker 1.5 to 1.75 oz. Can use up to 37 luff 20 along foot. Will buy now or end of season. Call Don (408) 732-4420 or home (415) 837-3054.</p>	<p><b>ERICSON INDEPENDENCE 31</b> '78 Cutter rig cruising. Dream for 2 people or great Bay daysailor for 6. Roller furling headsails, H&amp;C press. water, k.m., d.s., VHF &amp; more. Replacement cost \$58,000. Asking \$45,000. Owner may help finance. 493-4888.</p>
<p><b>ARSCOT MARINE</b> (415) 584-6702 ON THE DOCK SERVICE specializing in the repair of inboards, outboards, gasoline &amp; diesel engines Serving San Francisco and Marin Counties</p>		<p><b>PACIFIC CANVAS WORKS</b> Awnings • Dodgers • Sailcovers (sail) repair Quality Materials • Work Guaranteed Pickup • Delivered • Installed D.L. Burr (415) 331-2988</p>
<p><b>VALIANT 40 FOR CHARTER</b> Sail the magnificent San Juan &amp; Canadian Gulf Islands. Electric windlass, full electronics, dinghy, crab ring, etc. Sleeps 6. \$1,200 per week. Ron Elkind — 638-2162 before noon (415) 530-5464 after 6:00 p.m.</p>		<p><b>WIND GENERATORS</b> <b>Red Wing Wind &amp; Trolling Generator Kits</b> Powerful Red Wing wind generator features a new stainless mounting that converts from wind to trolling in 15 mins. For info. call (714) 222-1186 or write: 2733 Shelter Island Dr., Suite 354 San Diego, Ca. 92106.</p>
<p><b>FOR SALE</b> 50' Fd-12, world ocean cruising cutter. Spacious liveaboard &amp; storage. Comm. Nov. '80, lg. inven. Fast-8.7K hull speed, stable, lead ballast &amp; safe-positive flotation. Sleeps 7 in 4 st.rms. Located in S.F. \$195,000. (415) 891-8468.</p>		<p><b>42' HANNA KETCH</b> This is a traditional, gaff-head cruising boat built in 1976 and is in excellent condition. Extras include new DSL, autopilot, propane stove, wood stove, dodger and more. Asking \$39,500. <b>CRUISING ASSOCIATES YACHT SALES</b> (714) 223-5695</p>
<p><b>SEABREEZE LIMITED BOOKS</b> New and Used. Trade in your "Way Too Much Ballast". We accept good condition marine and aviation titles in trade, or we purchase outright. Send detailed list for quotes, indicating your needs, if any. (714) 223-8989. 1256 Scott Street, San Diego, CA 92106</p>		<p><b>MARINE EQUIPMENT FOR SALE</b> Barient winches &amp; handles, Schaffer jammers &amp; blocks. Jaw to jaw turnbuckles. Miscellaneous cordage. Please contact L. Friedman Lucasfilm Ltd. 457-5282</p>



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English blt. F/G pocket cruiser w/traller, SG. 4.5 hp o/b. 2 mainsails, 130 Genoa, & wk. jlb. New: Lapper, teak rub rails, sampson post, red L.P. paint, anti-fouling & battery. \$5,000. (707) 252-3444 or (707) 255-6867 or (707) 552-4206.

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Sturdy, proven Bay cruiser. Clean, custom wood int., full galley, sleeps 4. Self-tending club jlb & 115 lapper, 6hp Evenrude, bow/ stern pulpits, lifelines, VHF, inflat. & more. Vallejo Marina dock D. \$7000. (707) 528-2815(e).

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Hawaii, South Pacific, Tahiti, Australia. Healthy, personable post-grad looking to crew. 28 yrs. sailing experience but no ocean cruising. Share expenses & experiences. Hard working. Ready to go anytime! Call Peter 697-6676.

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Moore 24, all new sails by Dewitt & North. Rigged for racing or singlehanding, excellent condition. Call Jay (209) 928-4403 or 532-3486.

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2 mains w/2 sets reef pts. w/jiffy reefing, 150%, 125%, 110% genoas. 90% jib, storm jlb. Head-foil, 3/4oz. tri-rad. spln. K.M. D.S. Pulpits & lifelines. Johnson 6hp o.b. Sausalito berth. \$10,500. Ron (415) 663-1500. Lv. # on recorder.

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1976 USA built cutter rig, excellent condition. Teak cockpit, interior & trim. Diesel, VHF, depth, Knotmeter, plus anchors, etc. A fast cruising boat capable of blue water passages. Divorce forces sale. \$46,500. Call Hal Foraker days (415) 656-7722, eves. (415) 657-2432.

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<p><b>J-24 '79</b> Launched March '80, raced one year, Pineapple main, 4 sails, 6 hp Evinrude, excellent condition. \$15,200.00. (916) 758-4410.</p>	<p><b>CAL-20 — 1/3 PARTNERSHIP AVAILABLE</b> Sausalito berth, good condition. North sails. Sailors with some experience, please. \$1,400 or best offer. Chris (415) 927-0694 or Stu.</p>	<p><b>LICENSED EXPERIENCED NAVIGATOR</b> Seeks position on ocean cruiser. (415) 669-7234</p>
<p><b>BEST OF BOTH WORLDS</b> Ever dream coming home to mt. retreat &amp; not driv'g hrs.? Secluded 2nd hm., berth min. away. Moraga—Bollinger Canyon Rd. 7 acres woods/stream, rolling grassland, Arch.-design. 3 bdrm. hm. blt. '76. \$299,500. (415) 376-8238.</p>	<p><b>J-24</b> Perfect condition. New paint. New sails. Trailer. 1980 YRA season champ. \$16,000 firm. Steve Toschi — 347-0795(days)</p>	<p><b>23' BEAR</b> The Classic Bay Sailor. New Mitchel Main. Full boat cover. Volvo diesel. Good condition. \$6,800. 332-2186.</p>
<p><b>MUST SELL</b> Rawson 30, full keel blue water cruiser, '77 Pisces dsl., VHF, ham, fatho, new dodger, speedo, Aries vane, grnd. tackle, 5 sails, Edson wheel steering. \$29,500. 451-2369(d); 769-9423(e). Ask for Al.</p>	<p><b>SHARE COSTS RANGER 33 — GREAT DEAL</b> For exp'd/conservative sail'g party who will care for beaut. sloop. Well equipt., mint, fast, safe, Sausalito berth; 1/2-time \$300/mo. = \$500 value at today's prices. Consider sale 1/2. (408) 735-8511(e); (408) 988-0314(d).</p>	<p><b>FEMALE CREW WANTED</b> Handsome, intelligent non-macho skipper looking for very attractive slender athletic woman twenties to early thirties for 2-4 week cruise in Sept. to southern CA., incl. Channel Islands, aboard well equipped, very comfortable sloop. Warm weather sailing and a chance to acquire some cruising skills w/a minimum of time and expense invested. Some sailing experience would be nice, but let's talk. There will be a buddy boat. Call Larry (408) 688-9251 early a.m./late p.m.</p>
<p><b>TRADE</b> 4 bdrm., 2 bath house in Fremont and/or 4 bdrm., 2 1/2 bath condo in Santa Clara for cruising sailboat to 40' with liveaboard possibilities. Will consider any construction, any condition. Jerry (415) 792-8025 eves.</p>	<p><b>BEACHFRONT HOME IN BELIZE</b> On one acre surrounded by palm trees. Protected by world's 2nd largest coral reef. Exc. sailing. 2 bedroom, 1 bath, living/dining rooms, shaded veranda. \$45,000 or trade for equal value property or boat. (707) 557-0578.</p>	
<p><b>40' 1939 CRUISER</b> 671 dsl., mahogany on Port Orford cedar. Great classic lines. Just painted. Moored Suisun City, liveaboard ok. Great opportunity, owner up financial creek &amp; forced to relinquish to b.o. Serious buyers only. (707) 426-2897 David.</p>	<p><b>1970 TARTAN 27 — EXCELLENT CONDITION</b> F/g, teak trim yawl/sloop rig, 3.2 draft, extra lead full keel, Atomic 4, 2 batt., 39g. water, 20 fuel, sleeps 4, head, compass, 2 anch., elec. windlass, lifelines, work'g sails, harken blocs. SF berth. \$24,000. Rod 863-8040(d).</p>	<p><b>FOR SALE</b> International One Design Sailboat. Exc. condition. Varnished mahogany. Complete racing equipment. SF West Harbor berth. \$15,000. Call Joe Costello at (415) 986-8400 or (415) 854-0106.</p>
<p><b>'80 CATALINA 30 — 1/2 PARTNERSHIP</b> Sleeps 7. Choice Sausalito berth. Wheel, Atomic 4, VHF, digital d.s., k.m., AM-FM stereo cassette, 3 sails, superb owner maint. Lg., active racing/cruising fleet. \$17,000. Brian (415) 924-4871 (eves)</p>	<p><b>SAILING LADY WANTED</b> To crew 32' dbl-end stone cutter swordfishing out of San Diego. Lv. Moss Landing early Aug. Fish thru Nov. Contrib. \$100/mo., receive 15% of catch. Gordon Strassenburgh, Morgana Le Fay (berth A-44), Moss Landing, CA 95039.</p>	<p><b>SNAIL DARTER</b> 22' Cabin Dory with 25 h.p. electric Evinrude. Built in 1977 by marine architect for ocean fishing. Fast, seaworthy, low fuel consumption. \$2,950/offer. (415) 376-8238</p>
<p><b>1977 CAPE DORY 19' (TYPHOON)</b> Full keel Alberg design, solid, stable boat for the Bay. Seagull outboard, anchor, compass, extras. \$5,400/best offer. (415) 846-1583</p>	<p><b>BRIGHT, YOUNG (28) ENERGETIC FEMALE</b> Seeks passage to the Hawaiian Island in beginning half of July. Willing to share in on expenses. Please call Mickey — 583-9617.</p>	<p><b>FRANCIS KINNEY 37 SLOOP</b> Custom fiberglass composite, exc. cond., Rdy for exten. cruis'g. Volvo 36 hp dsl., dinghy Sutter sails, autopilot, Edson steering, many extras. See at D-36 Loch Lomond Marina, San Rafael. \$49,500. (707) 539-7865.</p>

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1980 J24 moored Alameda. YRA race equipt. Actively raced on Bay. Approx. \$2,500 down/\$100 per mo. Must be eager to race and help maintain boat. Call John at (415) 854-6399.

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Sextant, Tamaya Venus, never used, excellent for sailboat, bargain price. \$380. WANTED: Pulpit for sailboat and small storm jib and genoa. 388-6165 morn. & eves.

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1966, good condition sloop. Full keel, working sails, rebuilt Atomic 4, new prop. Must sell, with berth. \$19,000. (eves.) 236-6633.

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Excellent cruising boat, roller furling jib, 10 hp outboard eng. wheel in cockpit, sailing dinghy, east bay berth, below material repl. cost. \$14,000. Call eve. (415) 952-5148 Art; anytime (415) 692-3199 Nobel.

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Bold blue water cruiser, comfortable for Bay or ocean sailing. 1978. Excellent condition, seldom used. \$82,000 w/attractive 12% financing, or trade for 29—32 foot sailboat. All offers considered. (415) 321-4074.

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Will trade 3 bdrm. 1½ ba. home in Pleasant Hill or 1.0 acres w/creek, 1700sq. garage/apt. + mobile home near Grass Valley or two 40 ac. parcels in Quincy for 35'-45' F/G cruising sailboat. Dean (415) 938-3433

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Full inventory of North Sails, trailer, excellent condition. Call (415) 930-7168 evenings.

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Cruising sloop. Full keel, Volvo diesel, wheel-steering, anchor winch, teak Int., sleeps 4. Excellent condition, must see to appreciate. One owner, anxious to sell. \$34,900. (415) 326-6316.

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This is a woody, whose design, from a recently passed era, emphasizes seaworthiness with good all around speed. It's safe & a pleasure to sail. This beautiful vessel comes fully equipped with an electric windless, depthsounder, radio telephone, autopilot, 2 anchors, etc. The '59 gasoline Chrysler ace engine has been recently overhauled, bright work is excellent cond., hull is sound thruout, freshly painted. Great buy at \$40,000. Inquire w/Frank Sayer. (415) 454-9569

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'79 Robert Perry sloop, fully equipped live-aboard/cruiser. Extensive list of extras. Will trade for 22' to 27' F.G. sloop. \$75,000 or reasonable offer. 843-8195 (d); 841-4084 (e). Ask for Don.

**28' TRIMARAN GLOBEMASTER**

All F/G probuilt, 5.5 hp new Seagull, sleeps 4, head, galley, 3 sails, VHF, with Sausalito berth. \$5800 or trade for car same value. Joel (415) 332-1171.

**26' F/G CENTER COCKPIT KETCH**

Capable world cruising, well equipped, trailer, \$20,000. Negotiable terms, owner will carry @ 13%. Call Ed (415) 835-9818 weekdays.

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Sumiki II — Strong, classic cruising yacht. 36' on deck 11' beam 5'3" draft. See at Pelican Harbor, Slip 34. Seriously for sale at \$44,500. Cash talks. Call 332-SAIL or Write P.O. Box 1750, Sausalito 94966.

**CAL 21**

By Jensen Marine, '69. Fast & fun. Reinforced swing keel, 3 sails, 2 winches, 4 h.p. long shaft Johnson, compass, sleeps 3½, potty. Gray nonskid topsides, red sheerstripe. Bow pulpit, lifelines, anchors, PFDs, bristol cond. \$5000 (916) 756-8162

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Exc. cond., 3 new sails, 4 new Barient winches, lines run aft, new Nicro fittings, bow pulpit, custom teak cabin int., galley, head, o.b., cockpit cushions, anchors, much more. (707) 745-5717 (e); (415) 645-8272.

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<p><b>40' SCHOONER</b> Built 1918, in good condition. Equipment includes 58 hp diesel, VHF, ground tackle, and much more. 1981 survey. Good liveaboard. \$20,000. (408) 462-2148 or 257-8535.</p>		<p><b>PEARSON ARIEL</b> I've lived aboard now for six years, and it's time for a move. Your chance to own this 25 1/2 ft. long keel FG sloop with liveaboard/cruising accommodation. \$12,000 will make her yours. John, Box 2416, Berkeley 94702. 644-1968.</p>
<p><b>ISLANDER 36</b> All teak interior, fireplace, many extras. Perfect condition. Sausalito berth. Owner will help finance. \$65,000 — 332-3136</p>	<p><b>"DOVE TOO" — ALLIED LUDERS 33</b> World cruiser, diesel, 8 bags, custom rig, roller, windlass. Shower, autopilot, VHS, D.S., radar, Dodger, cover, Zodiac 2 HP Suzuki, fireplace, huge list of crusing extras, like new condition, great liveaboard. \$66,900. (415) 530-0251.</p>	<p><b>SANTANA 22</b> Well equipped. Immaculate. Jack: (408) 988-2216 days; (408) 247-9481 eves.</p>
<p><b>BEAUTY IS FOR SALE</b> Showrm cond., full instru., VHF, Volvo dsl., near new Imron hull, mast, bttm paint, tri-radial spin., 9 winches, deluxe whl steer'g, possible S.F. marina berth. Santana 30. Make offer. (415) 664-3539 Alex.</p>	<p><b>I AM INTERESTED</b> In increasing my racing and cruising skills. Would like to meet sailor who has similar goal and has or wants to buy a 22 to 27 ft. boat. 838-2226 eves.</p>	<p><b>CHEOY LEE OFFSHORE 27</b> Excellent ocean or bay sailer. Fine condition. Volvo diesel, VHF, many extras. Teak decks, cabin, cockpit. Berkeley berth. 25K. 527-2685.</p>
<p><b>50 + DAY CRUISE</b> Have a 33' sloop fully ready to cruise. Like to share boat, and cost. Leaving Sept. 3, '82. 2 needed. Also like to tandem sail with other boat. I have the radar. Randy (415) 530-0251</p>	<p><b>SAIL THE GREEK ISLES</b> 26' English built double-ended sloop berthed in Athens (Pireaus), Greece. Proven cruiser, in excellent condition with new diesel engine. \$11,000. Steve or Barb (415) 856-3582</p>	<p><b>RANGER 37 OF MULL</b> Comes with new diesel and Norths. One ton class winner of '81 Chicago to Mac Isl. Race. IOR of 25.9 is a rating a competitive crew can easily sail her to and win! \$60,000 with Berth paid for '82. (916) 891-8736 or 893-5878.</p>
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<p><b>FOR SALE</b> Phaff 545-H4 Industrial sewing machine with walking foot. Great for canvas, upholstery and leather work. Includes new industrial table. Like new condition. Call eves 482-4804 Dianne.</p>	<p><b>8 FT. MONTGOMERY SAILING DINGHY</b> 2 yrs. old, with extra, 2 Pc Fibreglass mast, davitlfting eyes and drains, canvas covered rub rail, like new. \$950. Call Mike or Sandi (415) 573-9216.</p>	<p><b>70' COLUMBIA 50' — MUST SEE THIS ONE</b> Just completely redone: Perkins 108 (2 yrs old). One couple lived aboard &amp; sailed SoPac., N.Z. for 3 yrs. Plus successful charters for 4 plus 2. Many extras &amp; parts cruising, fast &amp; proven. Sacrifice ask'g \$115,000. Hurry! 332-5000.</p>

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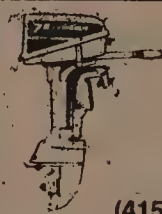
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<p><b>1981 CATALINA 27</b> Like new. Gas inboard. Hauled 3/82. Sailing family has shrunk, will consider Cal 20 in part payment. See at Presidio Yacht Club. Call Bill (415) 561-2205</p>	<p><b>HUNTER 30</b> 1980, New 150, VHF, knot, depth. Also hot &amp; cold water. 15 h.p. diesel, heater. Boat is very clean, fast and easy to sail. \$41,250. Pier 39 berth. Call John 387-3164.</p>	<p><b>WANT LIVEABOARD LADY</b> Seems it takes a special kind of lady to live aboard a small boat. I hope the right one (she's between 22 &amp; 35) will read this ad and write to me. John, Box 2416, Berkeley 94702.</p>
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<p><b>TRADE</b> Alameda Victorian for boat. Recently remodeled 3 bdrm., living/dining rm., fireplace, basement, driveway, garage, lg. sun deck. Looking for 35-45 ft. racing/cruising sloop. Call evenings (415) 522-8458.</p>	<p><b>FARR — 36'</b> New Zealand-built Kauriewood cold molded, complete refit. New diesel, new Micron 22 bottom. New non-skid deck. 18 bags sails. Beaufort life raft, certified April. Electronics, etc. (415) 357-8768.</p>	<p><b>CLASSIC WOODEN BOAT</b> 26' Friendship Gaff Schooner 'Cygnus'. Berthed Pelican Harbor, Sausalito. Brand new engine, new sails, wood burning stove, top condition. Built of Port Orford cedar 1965. \$25,000. Stewart Brand (415) 332-1716.</p>
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<p><b>ALACRITY 18'6"</b> 69 English twin-keel, m., j., new 130 genoa, Seagull, sleeps 3, fathometer, potti, 125 rode 8# Danforth, 1 burner propane + old Homstrand kero stove, everything but signal flares. \$3500 w/'80 trailer. (916) 257-4260.</p>		<p><b>SANTA CRUZ 27</b> Incredible deal for fast boat with new racing sails by Horizon. Includes trailer. Excellent condition, \$18,500. Call Jim Rhyne (408) 256-2138 days, (408) 358-3179 eves.</p>
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<p><b>CATALINA 22 1971</b> Excellent condition, 2 sets sails (DeWitt), 6 hp OB, till, many extras, berth. Best offer. (415) 595-0578</p>	<p><b>CORONADO 25</b> Exc. cond., 9.9 hp elec. start o.b., 2100 lb. keel, sleeps 5, galley, dinette, encl. head, whisker pole, compass, 2 anchors, lg. winches, cockpit cushions, \$8900, active class association. Emeryville berth. (415) 548-5339.</p>	<p><b>KEROSENE HILLERANGE</b> Three burners plus oven; stainless, like new. Replacement cost including tank &amp; tax \$800.00. Best offer or trade for comparable alcohol stove. (415) 834-1387.</p>



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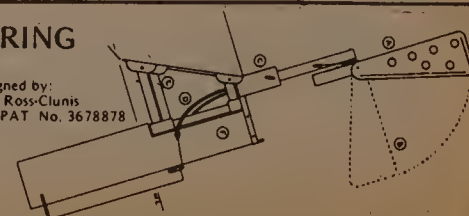
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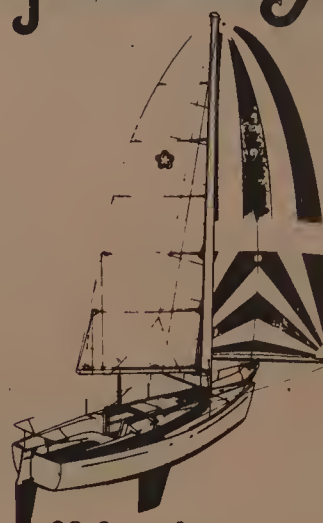
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**freedom Yachts**

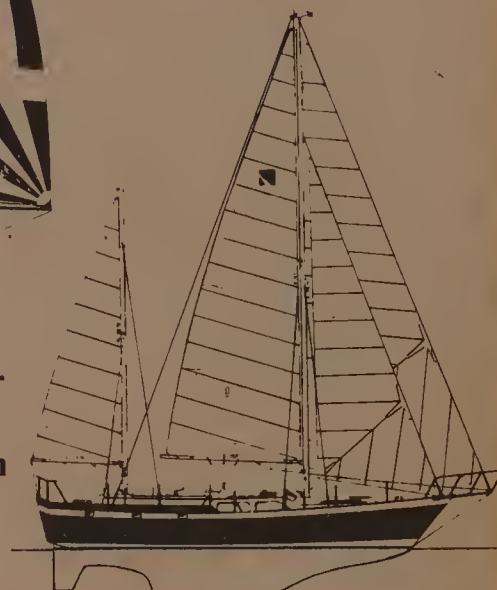
Design makes the difference with  
**IRWIN**  
yacht & marine corp.



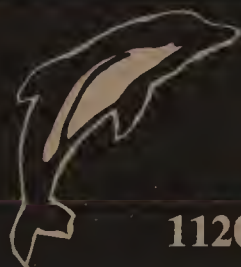
**44-ft. Auxiliary ON ORDER  
50-ft. Sailmaster ON ORDER**



**39-ft. schooner  
ON ORDER  
44-ft. cat ketch  
ON ORDER**

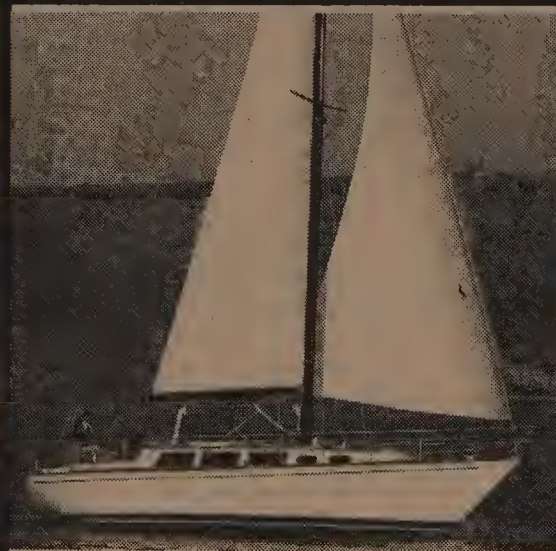


**41-ft. Ketch ON ORDER**



# BLUE DOLPHIN YACHTS

**1120 BALLENA BLVD., ALAMEDA, CA 94501 (415) 865-5353**



**36' S-2 (11 Meter) 1979**

F/G sloop. American craftsmanship at its best. Well-equipped, accommodations for 6 w/handsome interior, & priced to sell!

Asking only \$73,500 — Call to See!



**50' GULFSTAR 1980 Ketch *sistership***

F/G. The ultimate cruising sailboat. Radar, refrigeration, aft cabin, beautiful teak interior — a first class yacht plus a fine investment.

Call for Appointment



**38' DOWNEASTER 1980 Cutter**

F/G. Fast ocean cruiser with classic lines, diesel, Combi, roller furling, two separate staterooms, teak & holly sole.

\$89,000

## BEST BUYS IN BROKERAGE

Size	Boat Make	Yr. Type	Const	Price
25'	Santana	'73 slp	F/G	\$15,000
27'	Ericson, o.b.	'72 slp	F/G	\$18,500
29'	Cal	'72 slp	F/G	\$32,500
30'	Catalina	'78 slp	F/G	\$34,500
30'	S-2	'78 slp	F/G	\$49,500
30'	C&C Mega, retract. keel, c/trlr	'78 slp	F/G	\$25,000
32'	Traveller	'73 ctr	F/G	\$50,500
33'	Nor'West	'80 slp	F/G	\$68,000

Size	Boat Make	Yr. Type	Const.	Price
36'	Hunter	'81 slp	F/G	\$66,000
35'	Cheoy Lee	'35 slp	F/G	\$79,500
35'	Ericson	'75 slp	F/G	\$56,000
35'	Ericson	'70 slp	F/G	\$44,500
35'	Ericson	'77 slp	F/G	\$54,500
35'	Ericson	'80 ket	F/G	\$69,500
35'	Pearson	'69 slp	F/G	\$54,900
38'	DownEast	'75 cut	F/G	\$79,000

Size	Boat Make	Yr. Type	Const.	Price
40'	Anacapa	'65 slp	F/G	\$75,000
40'	Boyd & Young	'50 slp	Wood	\$35,000
40'	Cheoy Lee	'74 ywl	F/G	\$83,350
42'	Westail	'76 ket	F/G	\$150,000
43'	Endeavor	'80 ket	F/G	\$169,500
44'	Peterson	'75 slp	F/G	\$117,500
44'	Gulfstar	'81 slp	F/G	\$172,500
44'	Swan Nautor	'79 slp	F/G	\$256,000
47'	Caribe	'79 ctr	F/G	\$133,500
50'	Gulfstar	'80 ket	F/G	\$220,000



## PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

### SAIL

41' K.L. CRUISING SLOOP '81. Fast modern design w/VW dsl.	\$96,000
41' KETTENBERG '67. F/G hull, VHF, fath., knotmeter, diesel.	\$63,000
40' BERMUDA by Hinkley '63. Much gear, diesel	INQUIRE
39' CAL '80. Perkins dsl., VHF, log, knotmeter, Barients.	\$97,500
37' ENDEAVOUR. Combi, Hood furling, financing available.	\$96,000
36' ISLANDER '75. Barients, autopilot, diesel, spin. & more.	\$64,500
36' HUNTER '80. Yanmar dsl., good gear, very clean	\$64,900
35' FANTASIA CUTTER, '79. Lots of gear, diesel	\$84,000
35' ERICSON '74. Bristol, Barients, full instr., VHF, Atomic 4, more	\$44,000
35' ALBERG-ERICSON MKI '64. Full keel cruis'g sloop, dsl. & x-tras.	\$39,500
35' MAGELLEN '65. Aft cabin, full keel, strip-planked, refridge., dsl.	\$49,500
35' ERICSON '74. Barients, Signets, CNG, shower	\$44,900
34' CUTTER '34. Double-ended, Mexican veteran, inboard.	\$14,000
34' TARTAN '74. S&S design, autopilot, windlass, very clean.	\$42,500
31' PIVER TRI '69. Together multi-hull, Honda outboard.	OFFER
31' MARINER '69. Well-equipped cruiser, Perkins	\$44,950
30' YANKEE '72. Strong & fast S&S design, race rigged.	\$30,000
30' WINDWARD '67. F/G, custom, roomy cruis'g sloop w/Volvo dsl.	OFFER
28' HALLBERG '59. Swedish sloop, mahogany on ash.	\$10,500
28' STONE SLOOP '60. Fir on oak, inboard.	OFFER
28' ISLANDER. Race equipped w/halyards back, Volvo dsl & more	\$34,500
27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean.	\$22,500
27' BRISTOL '66. Strong Alberg full keel design.	\$14,000
27' SANTANA. 7 winches, pulpits & lifelines, Honda o.b.	\$16,000
26' COLUMBIA MKII. 30-ft. San Francisco berth.	\$11,900
25' ANGLEMAN '62. Gaff slp, teak on oak, dsl, immaculate	\$35,000
25' PETERSON '76. Like new, much gear and San Francisco slip.	\$17,500
25' CAL '65. VHF, Evinrude O.B.	\$9,500
24' MOORE '79 North sails and Berkeley berth	\$18,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizzare Snafu, please call & list your boat.

## BOB TEFFT CRUISING

415-332-3690



2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA. 94965

### SELECTED LISTINGS

30' Tahiti ketch, we have two at this time. ....	from \$21,500
31' Mariner ketch, 1969, good gear and very clean. ....	44,950
32' Westail, 1975, and	
32' Kendall, 1972, both nice from. ....	60,000
35' Magellan aft cabin heavy sloop, 1965, very able. ....	49,500
36' Dickerson ketch, 1969, just arrived after 20,000 mi. ....	50,000
37' Alden cutter, 1949, excellent sailer, traditional. ....	38,000
37' Holcomb schooner, 1947, first class condition. ....	64,500
38' Hans Christian, MKII, 1979, full cruise gear. ....	105,000
38' Alajuela cutter, 1975, most complete one we've seen. ....	89,500
40' Allied Sea Venture ketch, 1979, cruise ready. ....	120,000
40' Angelman ketch, 1946, custom built, spacious. ....	61,000
40' Berthon English cruising sloop, good gear. ....	75,000
40' Alden cutter, built by South Coast, beautiful. ....	58,500
40' Mariner ketch(s), we have two. ....	from 59,000
41' Cheoy Lee Offshore ketch, 1978, cruise veteran. ....	108,000
42' Atkin/Abeking & Rasmussen ketch, 1953, beauty. ....	168,000
46' Sutton steel ketch, 1959, big inventory. ....	90,000
48' Sutton steel ketch, 1967, aft cabin, very clean. ....	144,000
48' Parker/Moody English sloop, 1957, cruise vet. ....	80,000
65' North Sea Motorsailer, 1960, just arrived, excellent. ....	200,000

### SPECIALIZING IN OFFSHORE CRUISING BOATS — Over 100 Listings

Particulars are believed to be correct but are not guaranteed; subject to price change, prior sale or withdrawal without notice.

## EDGEWATER YACHT SALES, INC.

1306 BRIDGEWAY

SAUSALITO, CALIFORNIA 94965

(415) 332-2060

13' English Guppy, fixed keel, trailer, sleeps 2. ....	\$1,800
23' Colin Archer D.E. cutter, inboard engine — bristol. ....	12,500
24' Gladiator, full keel, completely refinished. ....	6,500
24' Gladiator, top shape and loaded. ....	6,900
24' San Juan, '77, inboard engine, full race. ....	16,500
25' Cal, '67, full race. ....	try 7,900
26' Mower yawl, diesel, cruise equipped. ....	15,000
27' Vega, Albin inboard engine, loaded, A-1 condition. ....	19,000
27' Sun Yacht '78 diesel, wheel, big interior. ....	25,000
27' Sun Yacht '78 bank repo. ....	try offer of 12,500
28' Cal, 30 h.p. engine, 9 sails, VHF, RDF. ....	try 14,500
28' Swedish full keel sloop, inboard engine, 7 sails. ....	10,500
29' Danish double-ender, fully restored classic. ....	35,000
30' Dragon sloop, all varnished mahogany. ....	only 6,000
30' Atkins cutter '77, diesel. ....	outstanding 21,000
30' Cheoy Lee, all teak, diesel engine. ....	only 26,500
30' Tahiti ketch, diesel, estate sale. ....	ask 25,000
30' Angleman-Davies cruising sloop, diesel. ....	20,000
31' Bombay Motorsailer, diesel, dual steering. ....	39,000
32' Garden double cabin sloop '78, big diesel. ....	try 34,500
33' Tartan 10 Meter, 1979, diesel, full race. ....	29,000
36' Islander Freeport '80, has everything. ....	try 85,000
37' CF racing machine. ....	priced low at 50,000
37' O'Day center cockpit cruising cutter. ....	73,000
40' Caulkins by American Marine, diesel. ....	try 39,000
41' Gulfstar '74, fully equipped for cruising. ....	89,750
41' Kettenberg, glass sloop, needs work. ....	try 30,000
42' Anacapa Motorsailer. ....	priced low 89,000
44' Schock yawl, 23,000 spent on her recently. ....	45,000
47' Motorsailer, cutter rigged, outstanding buy. ....	125,000
57' Schooner, triple planked, GM diesel, repo. ....	try 90,000



### Insurance

## KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor, 557 Francisco Blvd.

San Rafael, CA 94901 (415) 456-1860

### — WOOD —

19' Teak Lady sloop. ....	2 from \$4,000
25' Cold-molded Roberts sloop, 1981. ....	28,500
25' Friendship gaff schooner "Cygnus". ....	25,000
25' Giles Vertue sloop. ....	reduced 21,000
26' Clark sloop — inboard. ....	12,000
27' Condor sloop — inboard. ....	12,000
28' Rozinante — classic. ....	21,000
28' Original H-28 sloop, new decks. ....	19,000
28' P-28, inboard. ....	2 from 10,500
30' Tahiti ketch, teak, diesel. ....	try 30,000
30' Holiday yawl. ....	15,000
30' Winslow Ketch — rare. ....	35,000
32' Mower Sloop. ....	try 22,000
34' Kristofferson D/E sloop. ....	try 24,000
34' Sharpie-type ketch. ....	14,000
46' Custom ketch — aft cabin, new diesel. ....	78,500

### — FIBERGLASS —

22' Columbia, Honda outboard. ....	5,800
27' Bandholm sloop. ....	Offers
32' Pearson Vanguard — one owner. ....	34,000
32' Westsail — well maintained. ....	60,000
34' Cal MKIII — super interior. ....	45,000
34' Islander — full keel. ....	34,000
40' Cheoy Lee Offshore yawl. ....	98,000
42' Westsail — radar plus. ....	140,000
48' Hughes Yawl — refitted. ....	130,000
50' Columbia custom — new diesel. ....	100,000

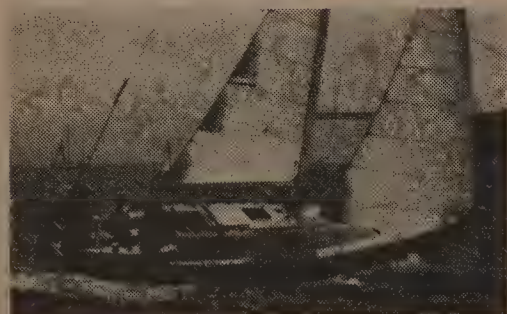
Many Other Listings of Quality Boats Available



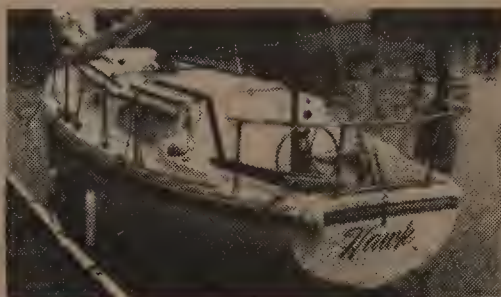
# DEALERS FOR:

FORCE 50  
SEA WOLF 44  
ROBERTS 45  
PETERSON 34

# SKIPPER'S YACHT SALES



CAL 39 '79. The only comment said is WOW! What a boat — and for only \$99,500. Come and make an offer for a nice cruising live-aboard.



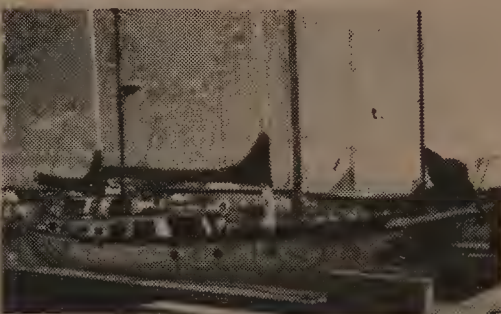
28' COLUMBIA 1968. Wheel steering, dodger, out-board. \$15,000.



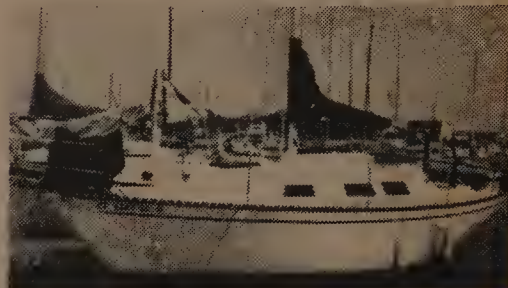
26' BAHAMA 1977. Sail drive, keel stepped mast. \$16,500.



27' CHEOY LEE 1968 Offshore. Diesel, 5 sails, South Pacific cruising veteran. \$23,500.



SEA WOLF 44', NEW — \$99,300! Call for details (sistership).



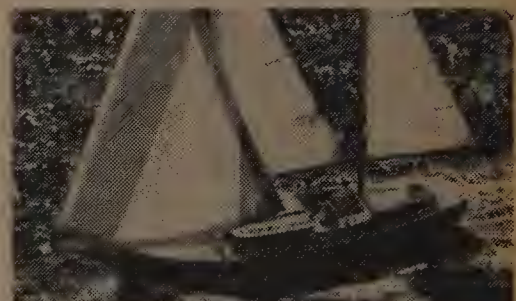
8.3 COLUMBIA 1978. Diesel, VHF, depthsounder, CB, stereo. \$29,500.



41' FORMOSA-GARDEN DESIGN, '80. All f/g ketch, Perkins dsl., VHF, d.s., sleeps 7, large head w/separate shower, owner anxious. At Our Docks. \$79,000.



50' FORCE 50. New ctrckpit ketch, berthing for 8 incl. queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. (Sistership). May Be Seen At Our Docks.



41' ISLANDER FREEPORT, '76, fully equipped for singlehanded cruising. Ask about possible \$8,500 savings. \$133,500.

24' FARR 727 1/4-Ton sloop.....	\$11,900
24' NEPTUNE 24K, 1980.....	21,000
24' ISLANDER BAHAMA.....	3 from 7,500
25' CHEOY LEE CLIPPER.....	2 from 15,500
25' CORONADO.....	8,500
25' CONYPLEX SEXTANT.....	11,500
25' NORDIC FOLKBOAT.....	2 from 5,400
25' SEILDMANN sloop.....	20,900
25' SPITZGATTER O/S diesel crs., sloop.....	13,950
25' TANZER 7.5.....	11,500
25' PETERSON 2-25 full race.....	16,500
25' FOLKBOAT-BORRESON.....	10,000
25' LANCER.....	14,000
25'6" FRIENDSHIP SCHOONER.....	25,000
26' COLUMBIA 26.....	11,000
26' INTERNATIONAL FOLKBOAT.....	27,000
26' ISLANDER EXCALIBUR.....	3 from 9,000
26' CHEOY LEE, diesel sloop.....	18,000
26' PEARSON ARIEL.....	13,000
26' RANGER.....	16,300
26' S-2 aft cockpit sloop.....	20,000
27' NOR'SEA 27.....	2 at 39,900
27' CHEOY LEE OS.....	2 from 23,500
27' BRISTOL 27.....	17,000
27' CATALINA SLOOP.....	17,000
27' NOR'SEA aft cabin sloop, dsl., w/trlr.....	39,900

27' ERICSON.....	21,000
27' CAL 2-27.....	25,950
28' NICHOLS BUCCANEER.....	2 from 9,995
28' LANCER SLOOP.....	19,500
28'6" PEARSON TRITON aux. slp.....	21,000
29' COLUMBIA MKII sloop.....	26,000
29' RANGER diesel auxiliary sloop.....	33,950
29' COLUMBIA 8.7.....	33,000
29' ERICSON.....	27,000
30' HURRICANE SLOOP — Nunes Bros.....	12,000
30' ERICSON racing sloop.....	34,000
30' SCAMPI 30 MKIV dsl aux. slp.....	49,500
30' RAWSON, diesel sloop.....	26,200
30' AMERICAN sloop, Nichols design.....	16,500
30' RAWSON PILOTHOUSE slp., dsl.....	56,000
33' PEARSON 10M.....	42,000
34' PETERSON (NEW).....	69,666
34' TARTAN sloop (S&S design).....	44,000
34' FORMOSA AFT CABIN, slp., dsl., '80.....	72,000
35' ERICSON.....	44,900
35' CORONADO aft cabin sloop.....	49,500
35' Mod. FRIENDSHIP aux. slp., gaff-rig, dsl.....	26,500
35' YORKTOWN diesel cutter.....	48,500
36' LANCER, diesel sloop.....	79,900
37' IRWIN MK V ketch, diesel.....	90,000

38' KETTENBURG Aux. Sloop.....	40,000
38' DOWNEAST CUTTER, diesel.....	79,500
39' IRWIN CITATION F/G, diesel.....	69,950
39' CAL 39, diesel sloop.....	99,500
39' ALLIED MISTRESS, ketch, diesel.....	80,000
40' CHEOY LEE OS.....	98,000
40' BLOCK ISLAND CUTTER, sloop rig, dsl.....	30,000
40' PIVER aft cabin VICTRESS, '79 dsl ketch.....	90,000
40' BOYD & YOUNG center cockpit dsl sloop.....	35,000
41' CORONADO, equipped.....	78,500
41' GULFSTAR 41, center ckpt sloop, dsl.....	89,500
41' C&C REDLINE sloop — diesel.....	90,000
41' MORGAN, aft cabin, sloop, diesel.....	97,000
41' CT 41' auxiliary, ketch, diesel.....	97,500
42' CASCADE 42 diesel ketch.....	72,000
43' WESTSAIL, diesel ketch.....	150,000
44' RHODES MOTORSAILER, twin diesel.....	140,000
45' LITTLE HARBOR diesel centerboard yawl.....	110,000
45' FREEDOM KETCH, diesel.....	183,000
46' LIDO CENTER COCKPIT yawl, diesel.....	69,500
47' VAGABOND diesel ketch.....	120,000
50' FORCE 50 PILOTHOUSE diesel ketch.....	159,500
51' FORMOSA PILOTHOUSE ketch, diesel.....	156,500
52'8" PASSAT, auxiliary ketch, diesel.....	90,000
60' ANA MARIE gaff-rigged cutter, diesel.....	225,000

MANY MORE LISTINGS ON FILE — BERTHING AVAILABLE FOR ALL BOATS

1535 Buena Vista Ave., Alameda  
No. 12 Marina Blvd., Pittsburg  
3424 Via Oporto, Newport Beach

(415) 522-6500  
(415) 432-8722  
(714) 673-5200

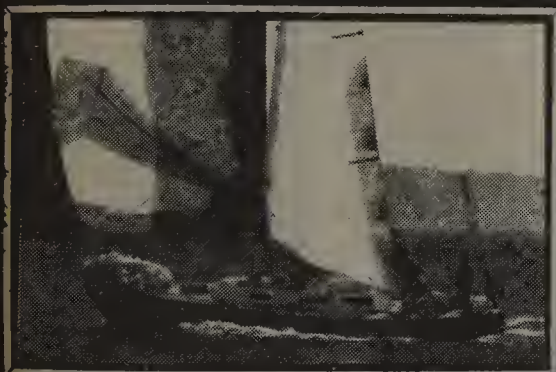




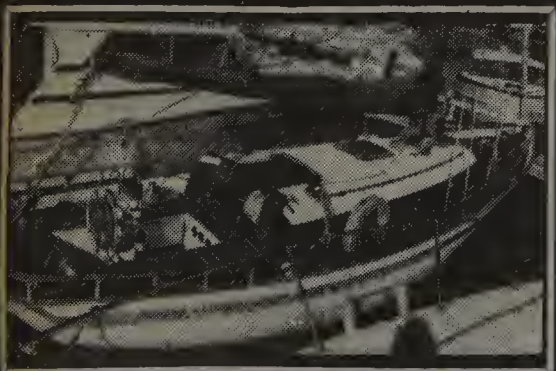
**CUSTOM 45 S&S SLOOP, "INCA".** Winner of class in '79 Big Boat Series, still very competitive & an exc. cruising boat. 17 sails, B&G instruments, teak decks, etc. Rare Quality Seller will consider offers.



**40' CHEOY LEE OFFSHORE YAWL.** Perfect condition. Aluminum masts, very complete long distance gear included. Autopilot, RDF, liferaft, etc. Must be seen.



**J/36.** One-year old, 15 sails, full electronics, ideal TransPac boat, comfortable interior in a performance yacht. Seller anxious to buy new boat.



**CHEOY LEE 33 CUTTER** — Roller furling, self-tailing winches, dsl. power, wheel steering, very well equipt. Seller asking \$52,500.

# Cityyachts

BROKERAGE

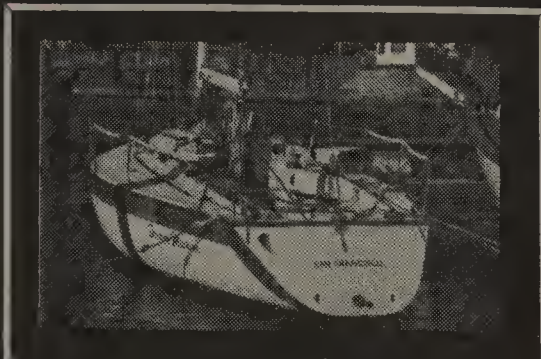
20' CAL	3 from \$5,000
23' RANGER	14,000
23' BEAR	12,500
24' J	14,900
24' SAMOURI	12,500
24' NORTHSTAR 727	14,000*
24' NIGHTINGALE	14,500
25' SANTANA	12,500
25' NORDIC FOLKBOAT	2 from 4,500
25' CHEOY LEE	15,500
25' ARIEL	14,750
25' GAFF SLOOP	35,000
25' KILLER WHALE	11,000
25' PETERSON	18,500
26' FRISCO FLYER	19,500
27' TARTAN	24,500*
27' CAL T/2	19,000
27' SANTA CRUZ	20,000
27' MULL CUSTOM	18,000
27' ERICSON	24,750
28' RANGER	22,000
28' NEWPORT	35,000
28' MORGAN	25,500
28' WYLIE 1/2 TON	27,000
29' RANGER	31,950
29' ERICSON	29,500
29' HERRESHOFF H-28	27,000
30' ETCHHELLS	15,500
30' CATALINA	38,000
30' SANTANA	44,500
30' ISLANDER	33,000
30' IRWIN	45,000
30' PEARSON	33,800
30' HUNTER	32,000
30' BURNS 1/2 TON	39,500
30' CUSTOM	35,500
32' WESTSAIL	60,000
32' COLUMBIA SABRE	10,000
32' COLUMBIA 5.5	7,200
33' CHEOY LEE	52,500
33' TARTAN 10	2 from 32,000
34' PETERSON	65,000
34' PETERSON 3/4 TON	42,000
35' SANTANA	59,500
35' CORONADO	44,000
35' GARDEN KETCH	47,500
36' J/36	120,000
36' PETERSON/ROGERS	98,000
36' ISLANDER	2 from 59,900
36' HERRESHOFF	44,500
36' HUNTER	68,500
37' FISHER KETCH	149,000
37' SANTANA	69,000
37' PETERSON	95,000
37' CREALOCK	94,000
37' ESPRIT	120,000
39' CAL	99,500
39' ROGERS	92,500
40' MARINER	79,500
40' GARDEN KETCH	74,000
40' OFFSHORE YAWL	98,000
41' KINGS LEGEND	96,000
41' MORGAN	105,000
42' WESTSAIL	150,000
42' SOLARIS CATAM	179,500
43' METER R-BOAT	29,500
43' SWAN	119,000
44' NORDIC	174,000
44' LAFITTE	225,000
45' S&S ALUMINUM	149,500
45' DAVIDSON CUSTOM	235,000
45' STEEL KETCH	110,000
47' OLYMPIC KETCH	150,000
50' KETTENBURG	130,000
50' FORCE 50 KETCH	125,000
50' SANTA CRUZ	200,000

\*SAN FRANCISCO BERTH INCLUDED  
MUTIPLE LISTING BROKER  
CLOSED TUESDAYS

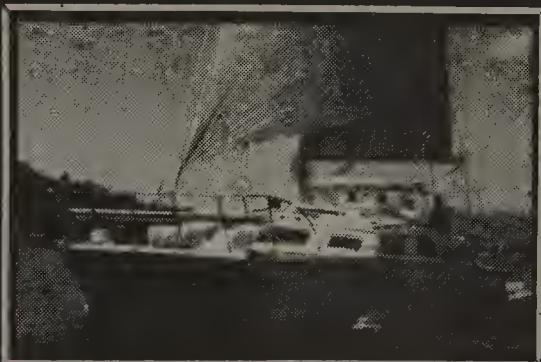
FOOT OF LAGUNA ST.  
SAN FRANCISCO  
(415) 567-8880



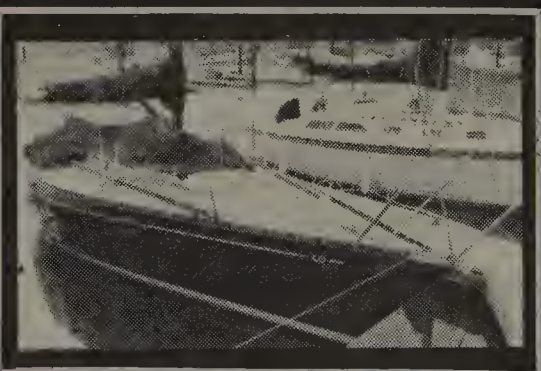
**Rogers 39.** Less than one-year old, sister to "Eclipse" & "Saltshaker". 10 sails, complete B&G with computer, used very little. Asking only \$92,500 and just try an offer!



**SANTANA 35 (sistership).** Popular one-design class boat w/all the toys for racing. Hydraulic vang & backstay, complete sail inventory, stereo, etc. Priced to sell immediately at \$59,500.



**42' SOLARIS CATAMARAN.** Twin Mercedes dsl., B&G, radar, etc. Four dbl. staterooms, superb charter boat with incredible potential. Seller will consider trades and offers.

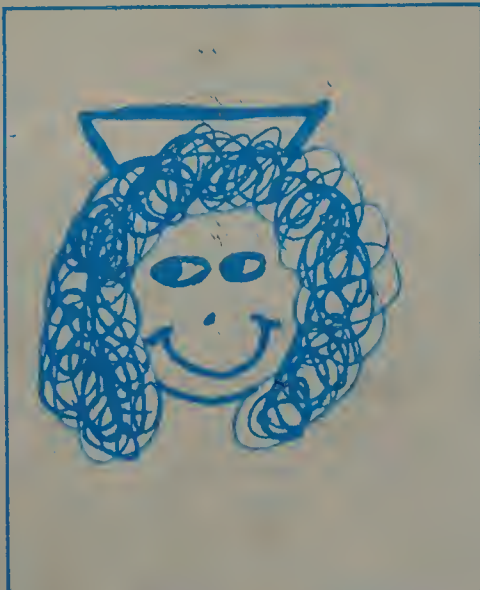


**ROGERS 36.** Peterson designed, built to highest standards, "BLACK MAGIC" is superbly equipped. Rare opportunity to own one of the West Coast's finest yachts at only \$98,500.

Hank Easom, Andrew Pitcairn,  
Rollo D. Dog

Paul Kaplan, Christine Kaplan,  
Mary Jo Foote, Pamela Eldredge





**DEAR CRABBY:**

I am having husband troubles! He's chasing his secretary, mooning the mailman, misplacing the children and has even started eating quiche. But our worst problem is we can't find a boat that we can agree upon. He wants something fast, with sexy lines, state-of-the-art equipment and American-built quality. I need a boat that's luxuriously comfortable, easy to handle, and a good value. Is there any hope for us?

SIGNED: DISTRESSED

**DEAR DISTRESSED:**

*I recommend you buy a NORDIC 44 from City Yachts. Go see one as soon as possible!*



# NORDIC 44

**The Boat of Your Life!**

*Cityyachts*

Foot of Laguna Street  
San Francisco, California 94123  
(415) 567-8880